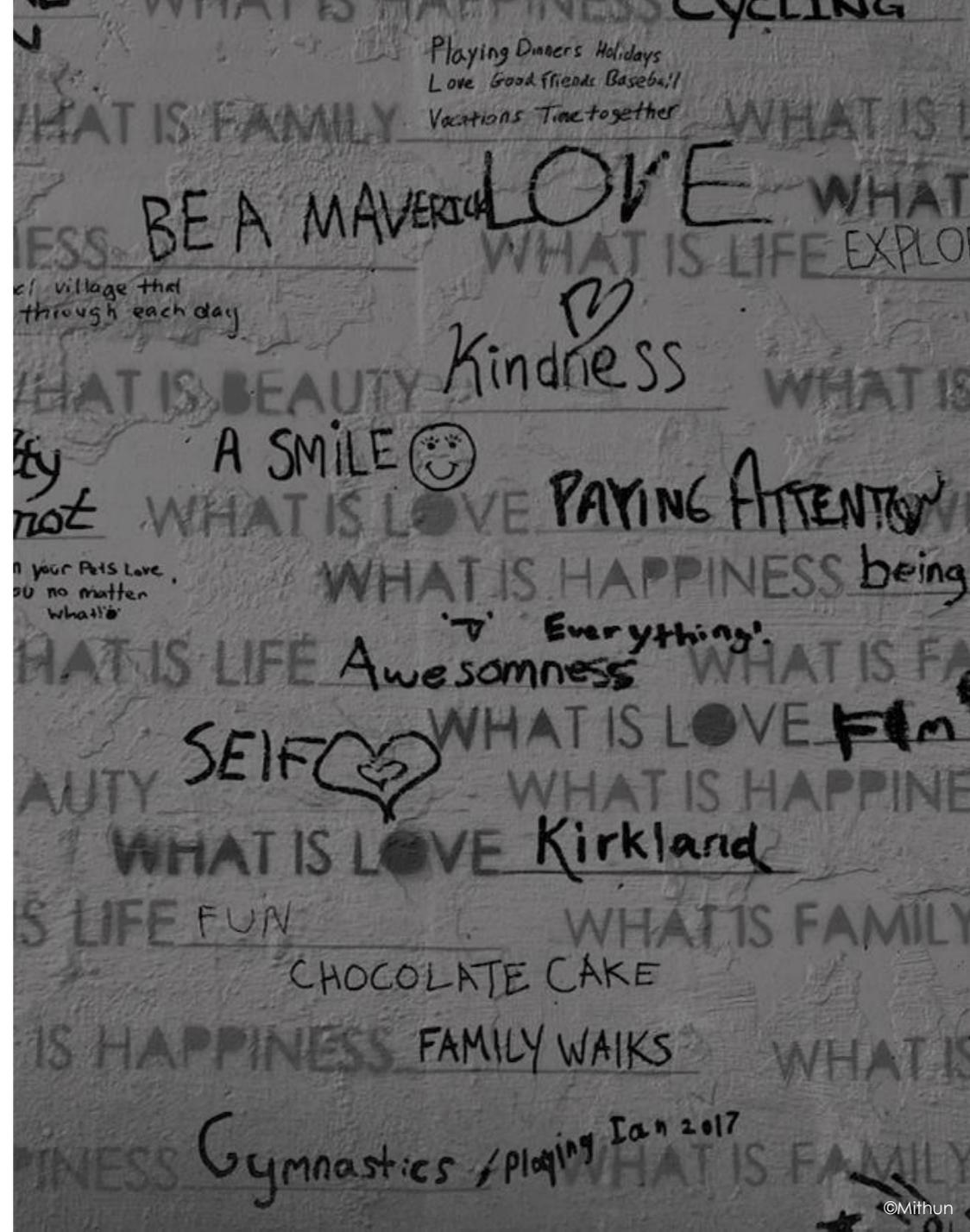


Setting Priorities Together— Fiscal Impact & Community Benefit Study

NE 85th Station Area Plan
City Council Study Session

City of Kirkland
Mithun

15 June 2021



Today's Study Session—

Purpose

Kick-off the Fiscal Impacts & Community Benefits Study and decide on the June Alternatives for Study.

Agenda

- 7 min Plan Overview & Comments
- 3 min Fiscal Impact & Community Benefit Study Approach
- 15 min June Alternatives for Study briefing
- 5 min Questions & Discussion Intro

Plan Overview & Comments—

Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment

Maximize transit-oriented development and create the most:

- **Opportunity** for an inclusive, diverse, and welcoming community
- **Value** for the City of Kirkland
- **Community benefits** including affordable housing
- **Quality of life** for people who live, work, and visit Kirkland



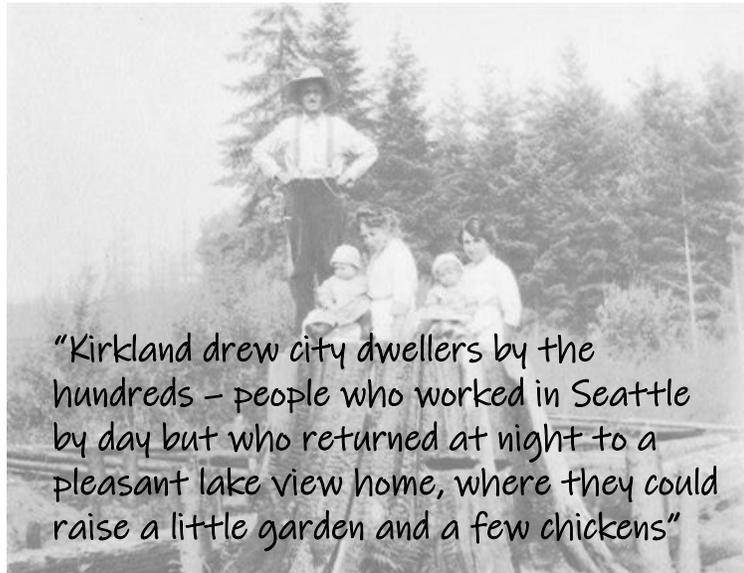
Opportunities & Challenges

Station Area Location & Growth

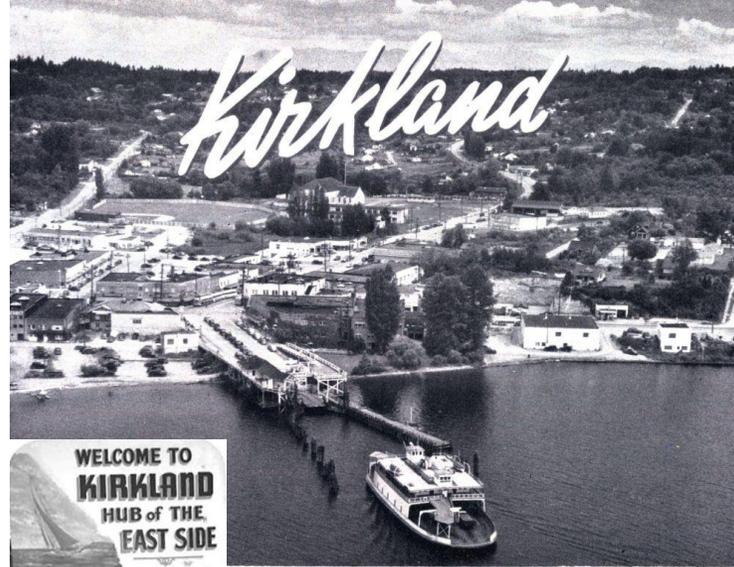


Longhouses in Quamichan Village. Courtesy of BC Archives, D00692 via CoastSalishMap.org

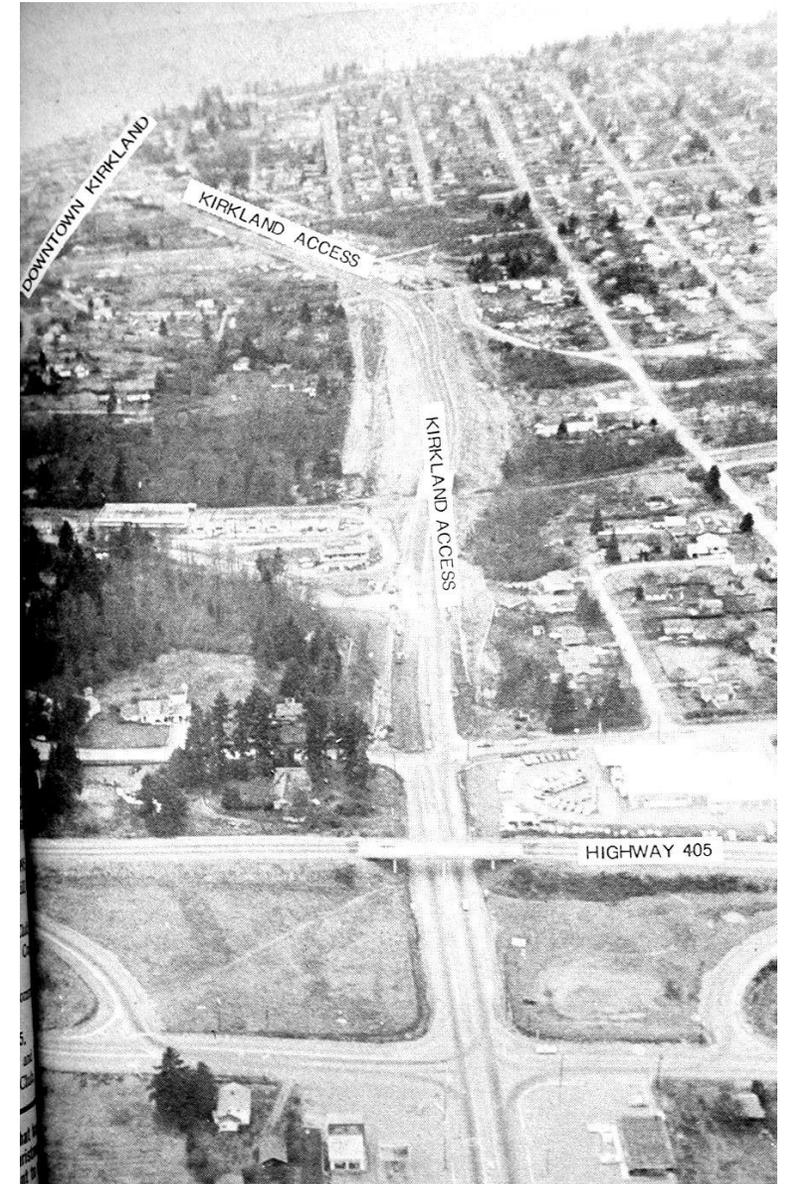
Indigenous Settlement: cəxəb or 'STAH-lahl'



"Kirkland drew city dwellers by the hundreds – people who worked in Seattle by day but who returned at night to a pleasant lake view home, where they could raise a little garden and a few chickens"



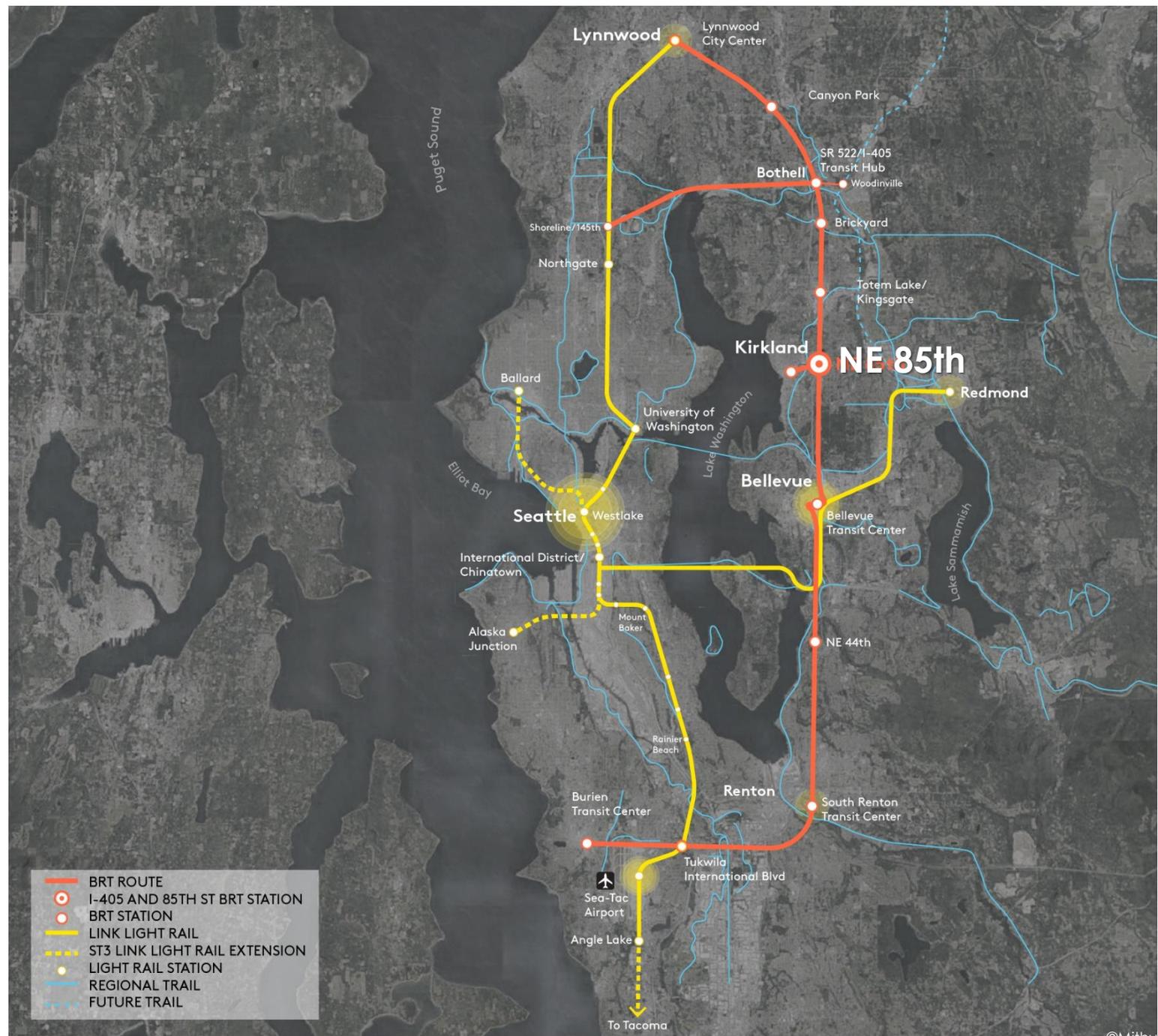
Hub of the East Side



Redefining Kirkland Access

Opportunities & Challenges

A Regional Transit Investment



Opportunities & Challenges

Inclusive District

Identified marginalized & at-risk populations in the Station Area

Residents of Color 18% ¹	Limited English Proficiency 7% ¹	Seniors 32% ¹	Youth 26% ¹
Renters 36% ¹	Households in poverty 6% ¹	Employees with <\$40k annual pay ~1440 ²	Households without broadband 4-11% citywide ³

“Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.”

-City of Kirkland Vision 2035

Priority Opportunities to promote Equity & Community Resilience



SOURCES—

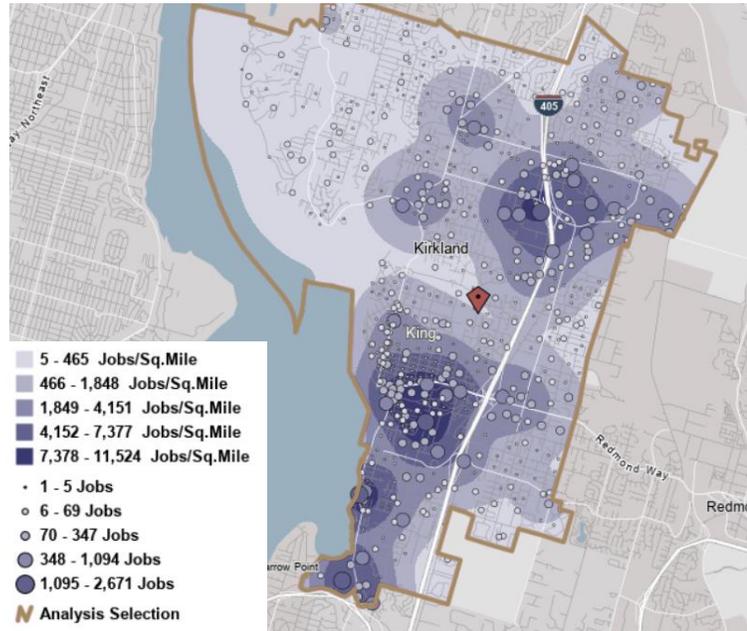
(1) American Community Survey 2017 Estimates (2) Longitudinal Employer-Household Dynamics, US Census Bureau (3) Technology Access and Adoption in Seattle: Progress towards digital opportunity and equity, 2014 Report

Opportunities & Challenges

Jobs & Housing

The current number is balanced, but...

Location	Population*	Jobs**
Station Area	3,100	3,097
Downtown Kirkland	3,555	8,068
Totem Lake	1,931	9,963
Downtown Bellevue	7,397	49,806
South Lake Union	11,606	39,942



SOURCES—

*American Community Survey 2018 Estimates

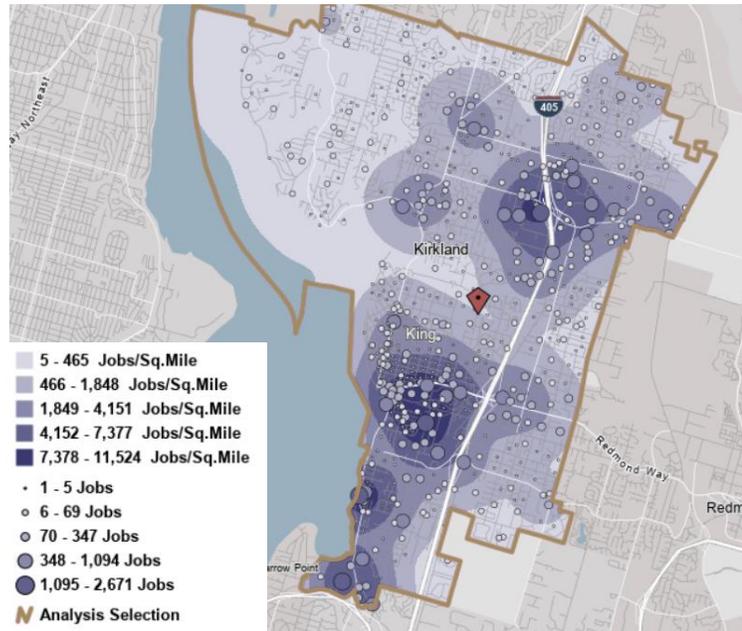
**Total Primary Jobs, LEHD, 2017 <https://lehd.ces.census.gov/>

Opportunities & Challenges

Jobs & Housing

The current number is balanced, but...

Location	Population*	Jobs**
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Downtown Bellevue	7,397	49,806
South Lake Union	11,606	39,942



...the opportunities are very unbalanced

— **89% jobs held by individuals** living outside Kirkland, concentrated around Totem Lake and Moss Hill

— **89% of Kirkland residents work outside** the city

18,500 – 26,000 average annual vehicle miles traveled (VMT) per household ¹

5 metric tons CO₂ Equivalent Greenhouse gases

Per capita emissions of residents and employees ²

SOURCES—

*American Community Survey 2018 Estimates

**Total Primary Jobs, LEHD, 2017 <https://lehd.ces.census.gov/>

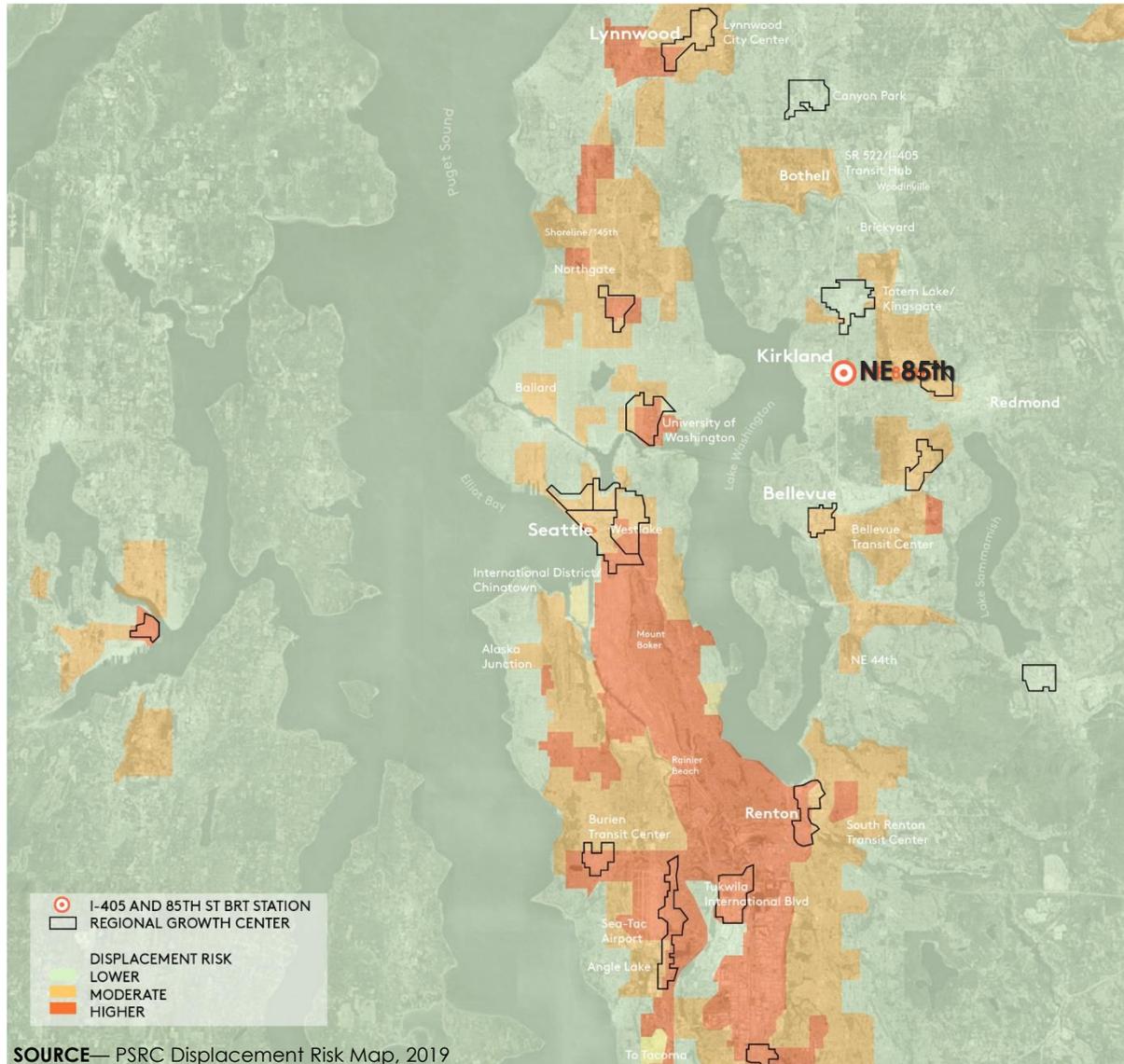
SOURCES—

(1) Housing and Transportation Index, based on 2015 ACS data <https://htaindex.cnt.org/map/>

(2) City of Kirkland 2018 Greenhouse Gas Emissions Report

Opportunities & Challenges

Jobs & Housing



SOURCE— PSRC Displacement Risk Map, 2019

...the opportunities are very unbalanced

— Centers in Kirkland have **Lower Displacement Risk** compared to the region

— **70% Kirkland residents** earn a living wage compared to **52% of Station Area employees**¹

— **Housing Costs** in the Station Area are **50% higher** than the average in King County²

SOURCES—

(1) Longitudinal Employer-Household Dynamics, 2017

<https://lehd.ces.census.gov/>

(2) NE 85th SAP Opportunities & Challenges Report, 2020

Concepts & Growth Framework

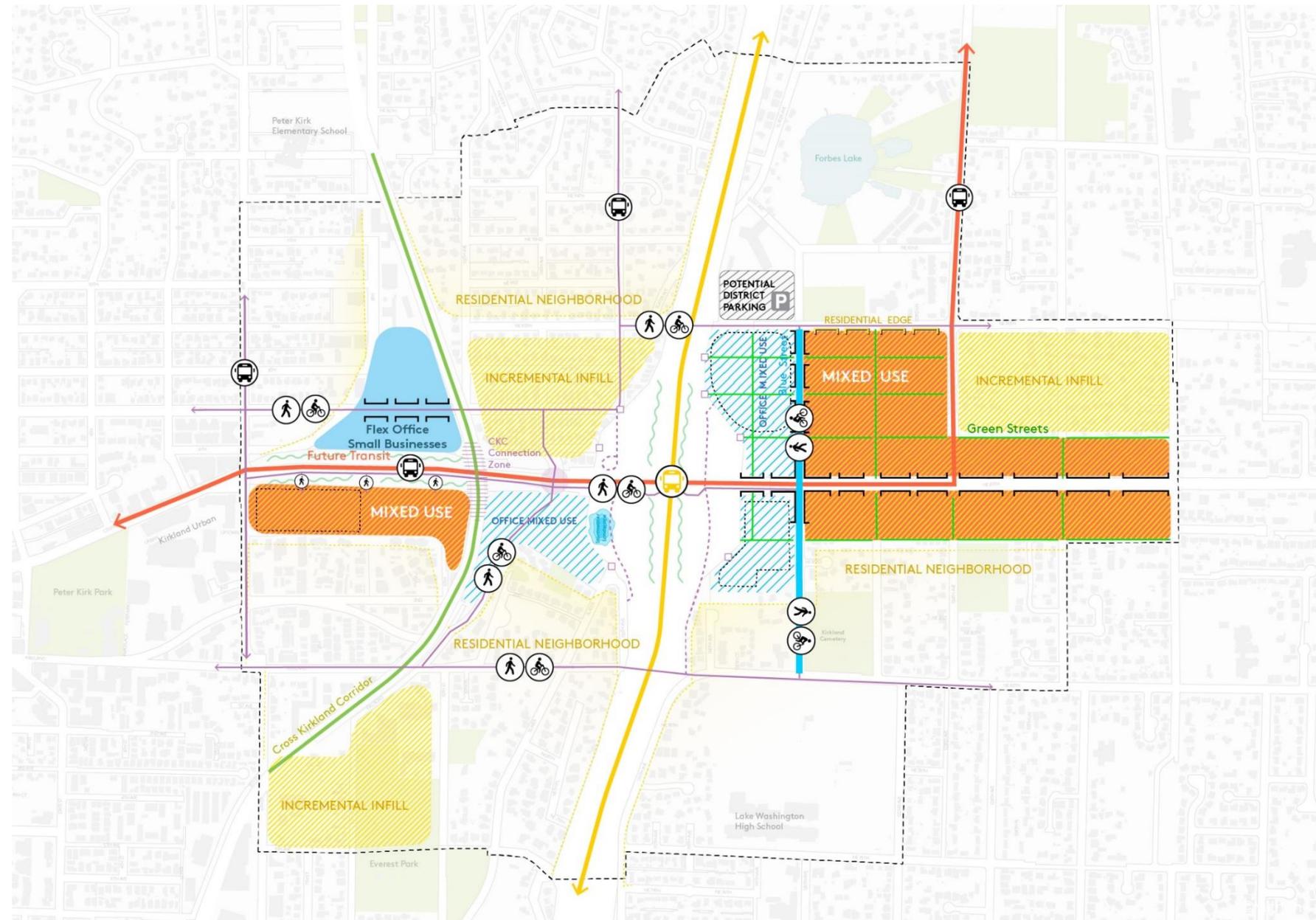
**Sets Areas of Change: NE 85th,
Norkirk, CKC corridor**
(builds off Comprehensive Plan)

**Assumes future BRT Station &
Interchange improvements**

**Includes initial Bike/Ped
Improvements**
(builds off Active Transportation Plan)

Environmental goals
(builds off Sustainability Plan)

**Assumes public services required
to support new development**



NE 85th St Station Area Plan & Existing Plan Goals / Policies

The 2035 Comprehensive Plans includes goals to:

Manage growth and redevelopment to ensure a balanced and complete community; maintain and improve the City's character; and protect the environment.

Promote a compact, efficient, and sustainable land use pattern that supports a multimodal transportation system and provides sufficient land areas and development intensity to accommodate Kirkland share of regional housing and jobs growth.

Ensure Kirkland has sufficient quantity and variety of housing to meet community growth and needs

Promote affordable and special needs housing throughout the City for people of all income levels.

Plan and complete safe networks for walking and biking.

Support and promote a transit system that is a high-value option for trips.

Plan for a hierarchy of commercial and mixed-use areas serving neighborhood and regional needs.

EXISTING NEIGHBORHOOD PLAN POLICIES [partial]

Policy RH-3: **Retain existing residential character** while accommodating new and innovative compact housing opportunities

Policy RH-8: **Focus commercial and mixed-use development** close to existing or planned high-capacity transit

Policy RH-23: Promote **vibrant walkable employment destinations and affordable housing near the future BRT station**

Policy RH-24: Utilize incentives or other techniques to **encourage commercial redevelopment** in the Rose Hill Business District

Policy H-13: Encourage medium-density **multi-family development as a transition** between low-density uses and more intensive uses around the BRT Station.

Policy H-14: Promote land uses, mobility improvements, and new infrastructure that **support transit-oriented development** around the BRT Station and Station Area.

Policy H-21: Enhance and maintain **pedestrian and bicycle infrastructure** on routes to the NE 85th BRT Station.

Policy H-22: Promote greater **pedestrian and bicycle connection** between the Highlands and North Rose Hill.

**Policies shown here are paraphrased and represent a sampling of relevant policies/goals. The DSEIS provides analysis of consistency with existing plans and regulations (see DSEIS Ch. 3.4).*

Relationships to Neighborhood Plans

Northwest Quadrant

N-18: Maintain the LIT area

N-33, RH-34: Enhance and maintain ped/bike infrastructure

H-13: Encourage med-density multifamily between lower-intensity residential & more intensive land use.

Northeast Quadrant

RH 3: Retain residential character while accommodating new, innovative compact housing opportunities.

Southeast Quadrant

RH 5: Incentivize compact housing close to neighborhood centers

RH 8: Focus commercial and mixed-use development ...In the NE 85th St corridor...and close to the NE 85th St/I-405 interchange

RH 41: Maintain low-density residential surrounding the business district

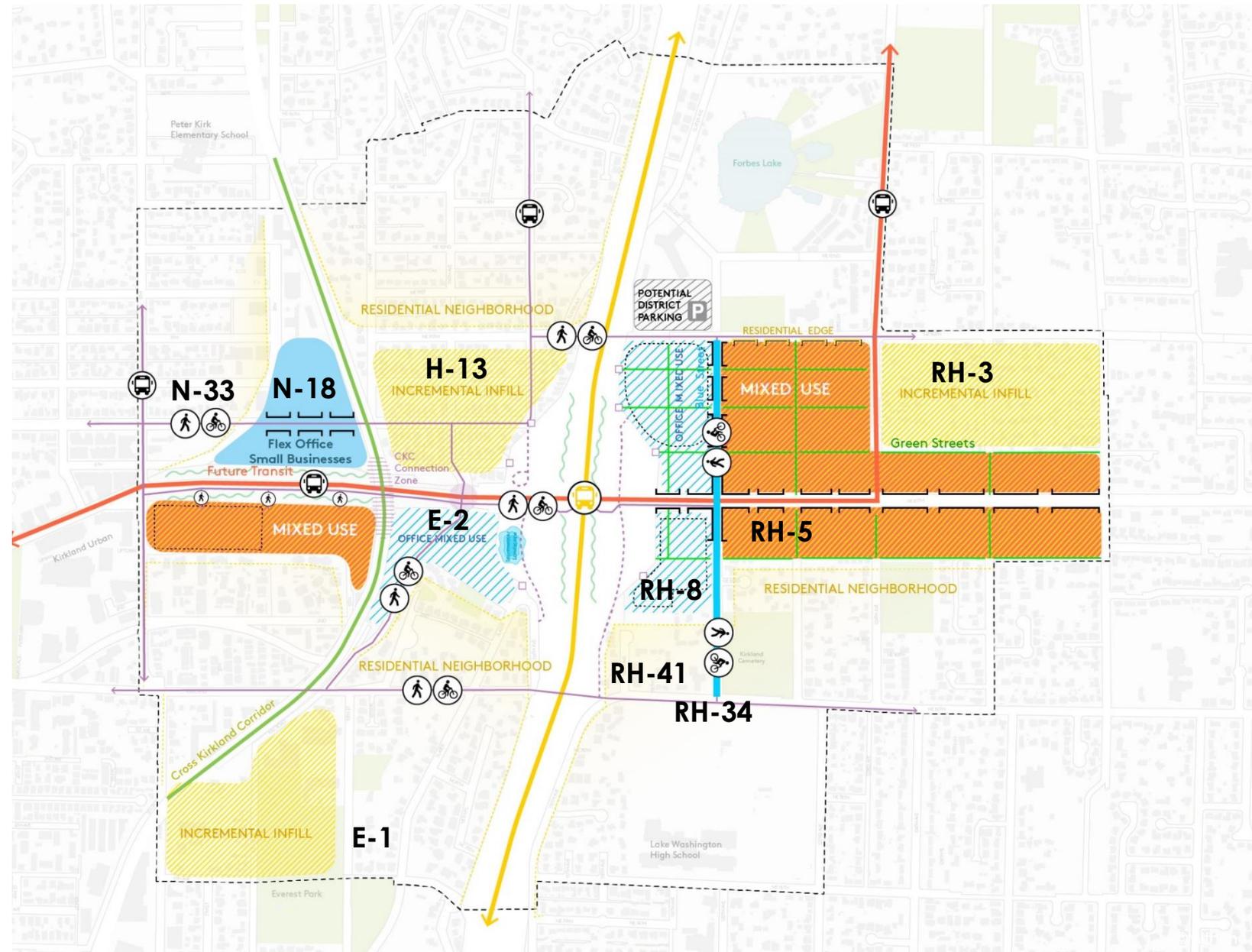
Southwest Quadrant

E-1 Single-family designation E of Everest Park is to be maintained.

E-2: Office & commercial activities are appropriate in NE 85th St interchange.

General

N-23, H-14: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the BRT Station and Station Area.

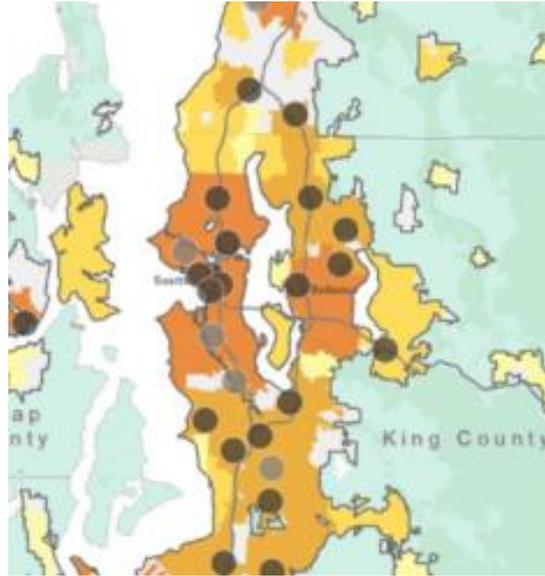


Alternatives Development



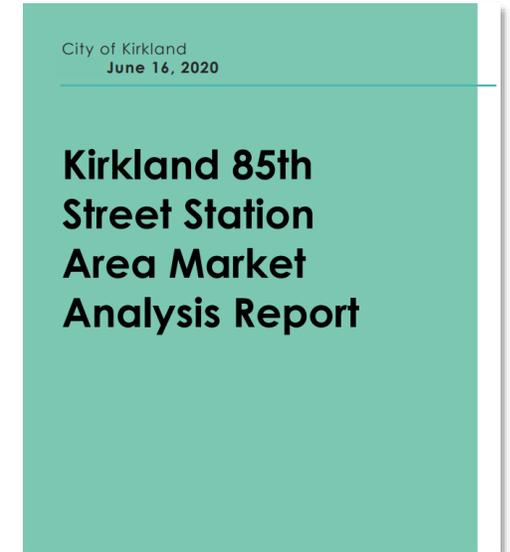
Built on Comprehensive Plan & Neighborhood Plan Goals

- Balance of Jobs/Housing Growth
- Citywide Growth Targets



Evaluated Growth Projections & Lessons Learned from Peer Communities

- Observed Growth Trends Near Transit
- Average Growth Projected in Similar Communities



Analyzed Market Conditions & Development Capacity over 10-15 year horizon

- Market Trends
- Market-tested Development Capacity

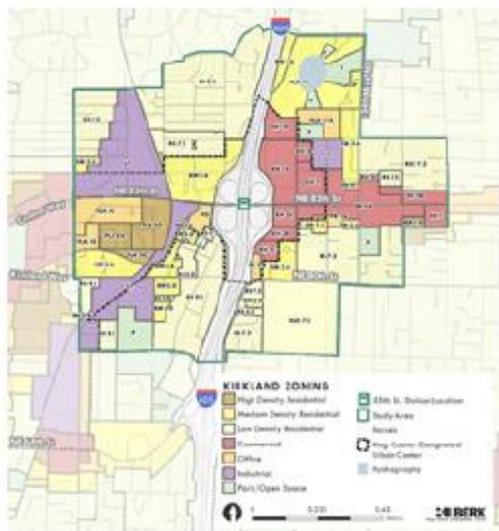
3 DSEIS Alternatives were studied

based on public, Planning Commission, and City Council input...

to guide growth around the new bus rapid transit station over the next 15-20 years

ALTERNATIVE 1 *No Action*

Makes no planning changes to accommodate projected growth.



ALTERNATIVE 2 *Guiding Transit-Oriented Growth*

Allows moderate growth around transit to support benefits like affordable housing and quality of life.



ALTERNATIVE 3 *Transit-Oriented Hub*

Allows the most growth to maximize transit-oriented development and affordable housing.

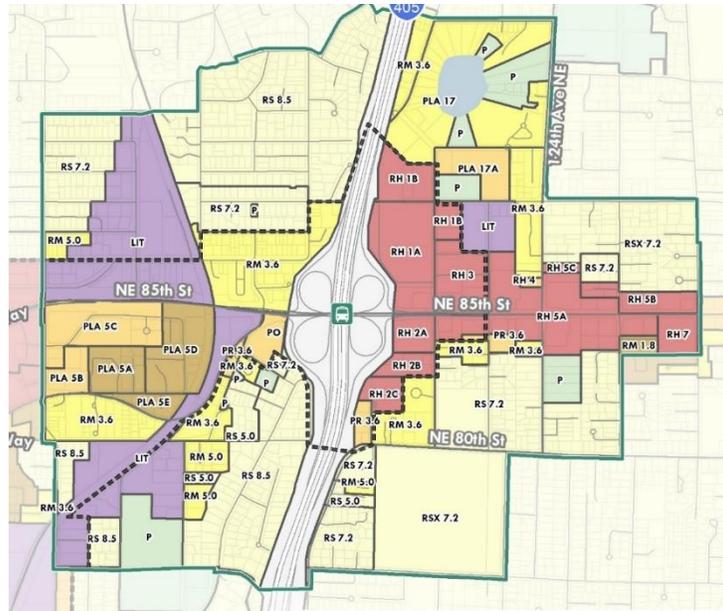


3 DSEIS Alternatives Summary

ALTERNATIVE 1

No Action

Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



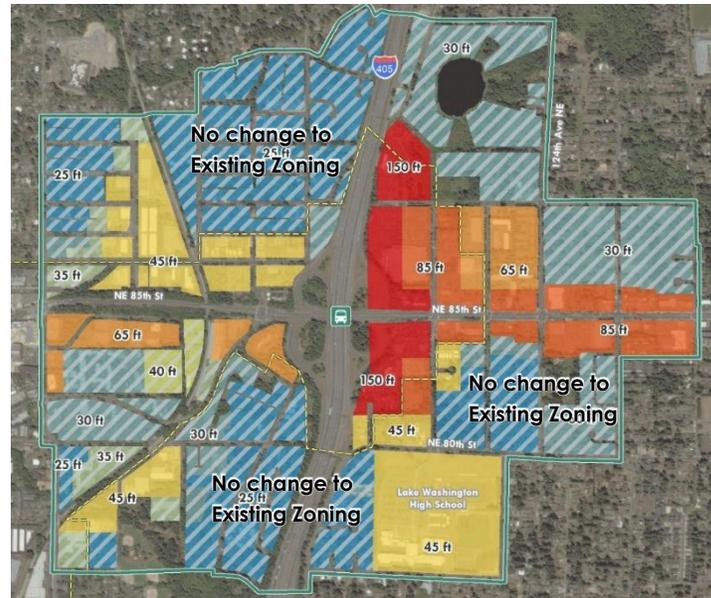
Max Allowable Heights: **67'**
Typical Allowable Heights: **30-35'**

Total Households: **2,782**
Total Jobs: **10,859**

ALTERNATIVE 2

Guiding Transit-Oriented Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.



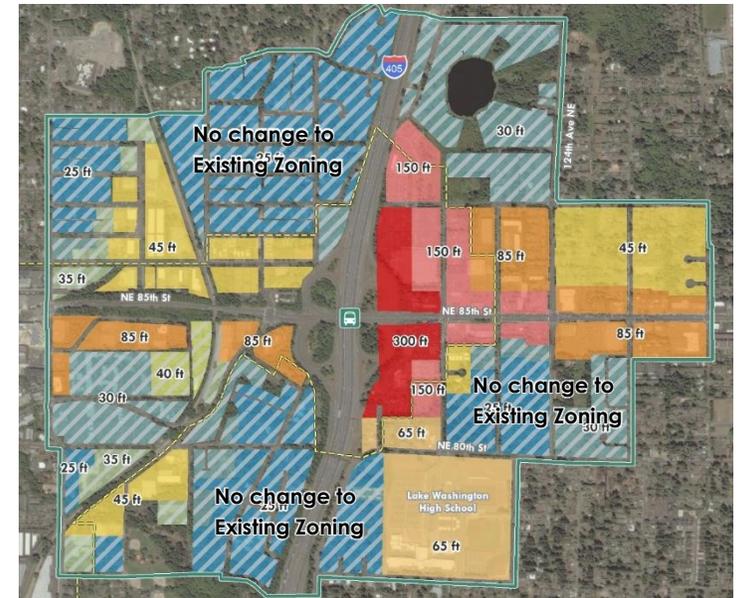
Max Allowable Heights: **150'**
Typical Allowable Heights: **55-85'**

Total Households: **8,509**
Total Jobs: **28,688**

ALTERNATIVE 3

Transit-Oriented Hub

Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **300'**
Typical Allowable Heights: **85-150'**

Total Households: **10,909**
Total Jobs: **34,988**

Comment Summary

DSEIS Comment Period: January 5 – February 19, 2021

We heard from over 600 stakeholders of all ages who live and work here!

Engagement Opportunity	# of Participants	Audience
Real-time online open house	140	Public*
Online survey	408	Public*
Written comment	114	Public*
Service provider work group	4 service providers	People with low incomes or experiencing homelessness
Meetings-in-a-Box	26	People with low incomes or experiencing homelessness
Student project at LWHS	41	Youth
Presentations at Virtual Community Org Meetings	10 meetings	Neighborhood & Business Associations

*included outreach via multifamily housing buildings, ethnic groceries, Chinese-language materials and messaging via the Chinese Information Service Center, senior housing facilities, unions, community groups and organizations, service providers, and Lake Washington High School

柯克兰 (Kirkland) NE 85th Street 车站区域计划 备选方案

柯克兰市正在制定一个车站区域计划，该计划将指导设立在 NE 85th Street 交汇处的全新快速公交站之未来 15-20 年的发展。

有想法或意见？诚邀各位在 2021 年 2 月 19 日前发表公众意见。

电子邮件: Azike@kirklandwa.gov
 寄件人: Allison Zike
 City of Kirkland Planning
 123 5th Avenue
 Kirkland, WA 98033
 网站: <https://KirklandWA.gov/StationAreaPlan>
 如果您想要在口译员的帮助下与柯克兰市相关人员会面以讨论此项目，请发送电子邮件至 Azike@kirklandwa.gov 或拨打电话 425-587-3259 联系 Allison Zike。
 如果您想要在口译员的帮助下与柯克兰市相关人员会面以讨论此项目，请发送电子邮件至 Azike@kirklandwa.gov 或拨打电话 425-587-3259 联系 Allison Zike。

车站区域计划愿景
 NE 85th Street 车站区域支持公共交通发展，为所有人创造机会并能够反映出柯克兰之独特身份的社区门户。

计划时间表

愿景和概念 (2020 年春天 已完成) → 备选方案 (2021 年冬天 进行中) → 草案 (2021 年春天) → 最终方案 (2021 年夏天)

三个备选方案
 柯克兰市通过社区意见和分析，为车站区域制定了三个备选方案。草案补充环境影响声明 (Draft SEIS) 对每个备选方案进行了研究，您可于 (下方) 项目网站查看。了解备选方案还可参见版页。

按备选方案划分的潜在发展

方案	现状	2035 年可开发新建筑	2035 年可开发工作物空间
备选方案 1 (不采取行动)	~10,000	~15,000	~15,000
备选方案 2 (引导公共交通方式发展)	~10,000	~25,000	~25,000
备选方案 3 (公共交通方式枢纽)	~10,000	~35,000	~35,000

访问 <https://KirklandWA.gov/StationAreaPlan> 了解更多详情

NE 85th Street Station Area Plan

Which alternative is best?

Online workshop January 7 from 6-8 pm.
 Submit comments January 5 - February 5.
 More info: kirklandwa.gov/stationareaplan

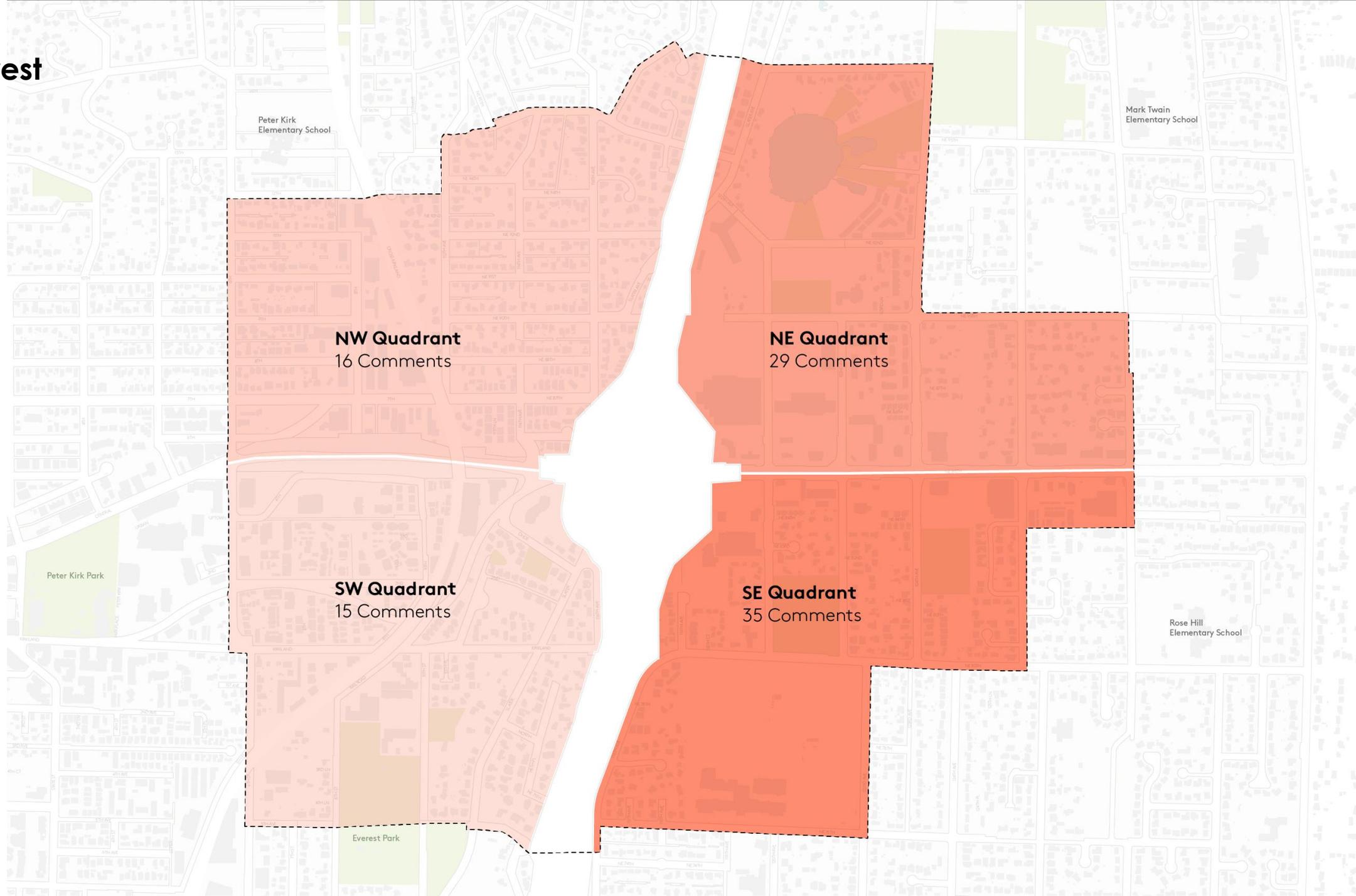
DSEIS Engagement Summary

Group of Focus	Outreach Via
Residents within the Station Area and Kirkland Residents	Neighborhood associations
Older Adults	Senior housing facilities
Renters	Multifamily housing buildings
People with Limited English Proficiency	Chinese Information Services Center
People of Color	Ethnic businesses and groceries
Youth	LWHS
Low Income Households	Service providers
Households with poor digital access	Posters at essential businesses/residences
Large Property Owners in the Station Area	Direct engagement
Businesses in the Station Area and in Kirkland	Chambers of commerce
Transit Riders, Bicyclists, Pedestrians	Transit-, pedestrian-, and bike-based organizations
Private Sector Employees	Major employers
Teachers and Public Employees	Unions
Development Community	Email – During Market Study
Public Agencies and Tribes	DSEIS Request for Comment

Comment relationship to Neighborhood Plans

	Neighborhood Plan Themes	Relevance to the SAP Comments
Rose Hill	Proximity to amenities and greenspace are Rose Hill's most treasured characteristics. Residents would like to maintain neighborhood character, traffic flow and calming improvements, and pedestrian improvements	Respondents have shown that their top priorities relate to community greenspaces. The respondents would like to be more informed about transportation infrastructure plans and proposals.
Everest	Emphasis on encouraging a range of residential uses and permitting limited economic activities. Recognizes the trend away from industrial and office uses adjacent to the Cross Kirkland Corridor, and encourages connections to the trail and innovative uses that may benefit from adjoining the Corridor.	Participants generally value the low-density residential development, and identify the east Everest area, which is part of the SAP, as appropriate for higher residential densities. Consider how to preserve and improve natural streams for drainage and as a neighborhood amenity.
Highlands	Residents value limited vehicle access, convenient walking access to downtown and parks, and preserving the tree canopy. Goals include preserving neighborhood character but allowing innovative residential development styles with demonstrated public benefits.	The SAP should consider how development in the station area can support character goals of surrounding areas and provide public benefits. Managing potential traffic will be important to Highlands residents. Additional bike and pedestrian connections in the neighborhood are desired.
Norkirk	Resident priorities include: Maintaining LIT businesses, Improving transitions from industrial to low density residential with uses like office or multi-family, preserving the Cannery building.	Reiterates that transitions from the SAP to adjacent areas will be an important aspect of the Form Based Code.

Areas of Interest

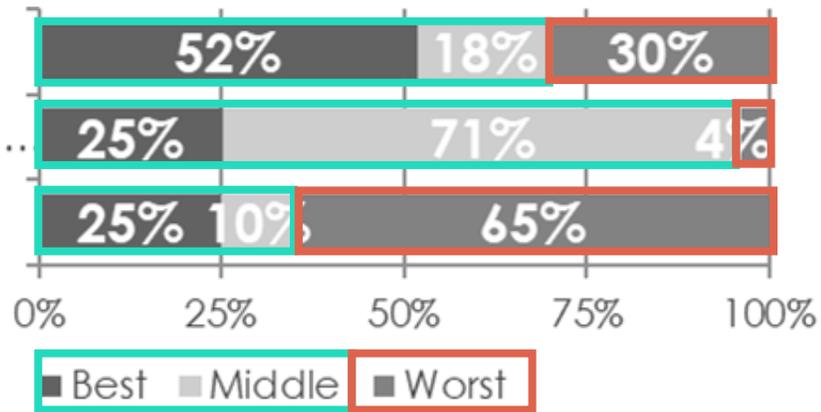


Survey Responses: DSEIS Alternatives Ranking

“Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from best to worst.”

All Respondents Ranking

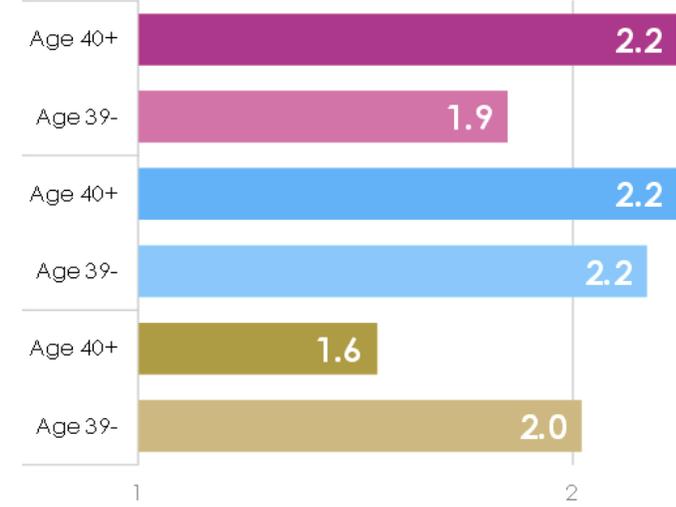
ALT 1: No Action
 ALT 2: Guiding Transit-Oriented Growth
 ALT 3: Transit-Oriented Hub



Weighted Average Ranking by Age Group

Higher rankings are more favorable

ALT 1
 ALT 2
 ALT 3



3 points for each "Best" ranking
 2 points for each "Middle" ranking
 1 point for each "Worst" ranking

• 326 responses, All Respondents

- 66 Responses from Participants Ages 39 and below
- 208 Responses from Participants Ages 40 and above

Themes of all input received

Community

importance of **more affordable and diverse housing opportunities**
pride in Kirkland's **communities, residents, and character**
interest in **equity and support for all Kirkland residents**
impacts of growth on **schools**

Development

Concerns regarding **funding** for additional infrastructure, services, schools
desire to **focus density around transit**
strong support for designing **compatible transitions** to adjacent neighborhoods
questions around the appropriate **balance of housing with a range of jobs**
preferences for **heights at lower levels**

Environment

concern about **climate change**
strong support for **open space, parks, and trees**
desire to **balance new development and required infrastructure** and services

Mobility

strong support for **bike, and pedestrian** facilities with safety considerations
strong support for **better transit and mobility connections** with the new BRT, to downtown Kirkland, and to Houghton P&R
concerns about **traffic impacts**

Sample Comments

*Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?*

*...**further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies** that could be implemented to address these adverse impacts under Alternatives 2 and 3.*

***"You need to make sure there are enough schools** that these children living in this proposed development can go to and that there will be public bus routes to before and after school."*

May 26th City Council Listening Session

- Additional City Council Listening Session held on May 26
- Recording available at:
<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan>



Fiscal Impact & Community Benefits Study Approach—

Setting Priorities Together

The Community Benefits and Fiscal Impacts Study will help us set priorities together – and take a practical approach to maximizing community benefits and the regional transit investment in the Bus Rapid Transit station for years to come. The Study will narrow the range of alternatives presented in the DSEIS and will help set a preferred direction for the Station Area Plan.

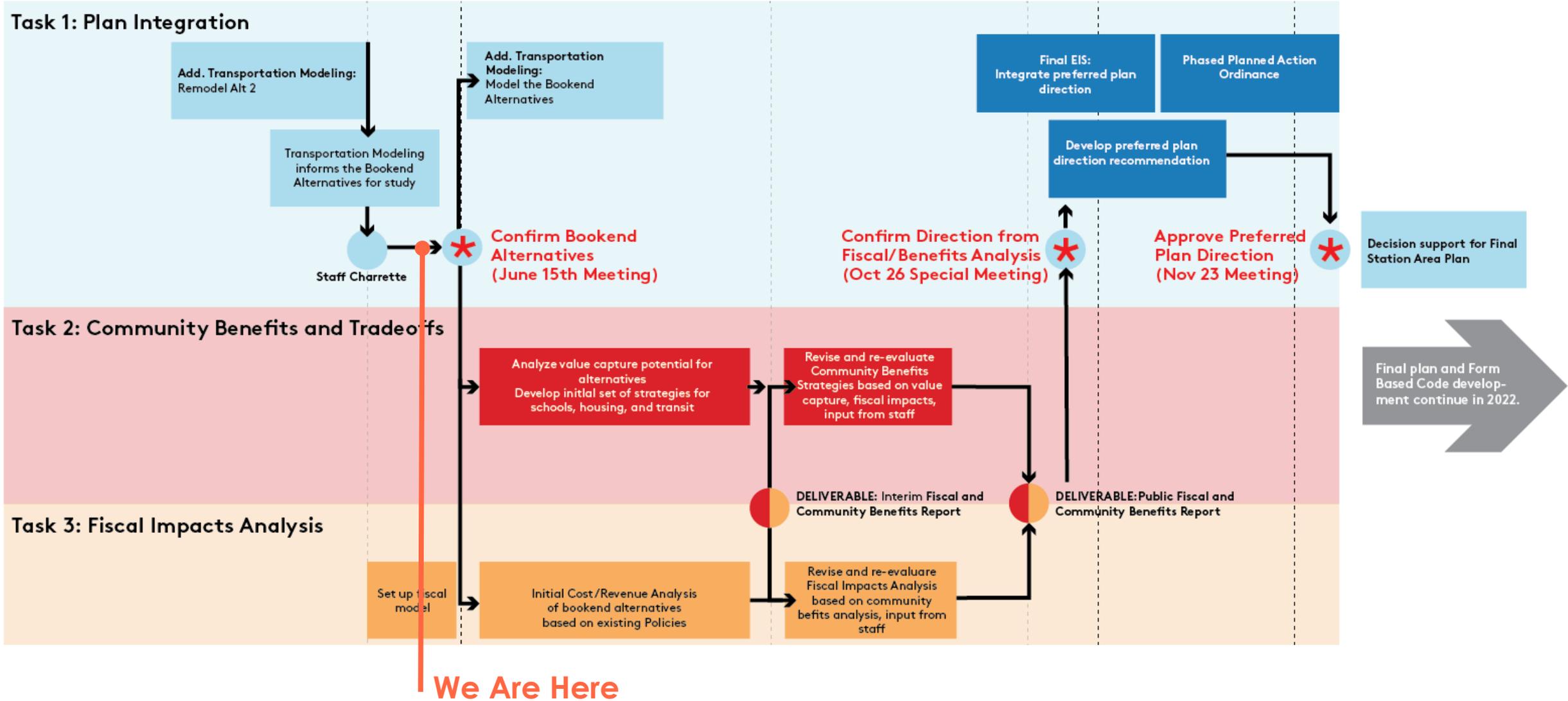
Study Approach

The Study is designed to help understand real-world implications of the alternatives being considered by analyzing potential value capture from likely development that could be applied to community benefits and potential fiscal impacts and costs.

It has two parallel tracks:

- **Community Benefits & Tradeoffs Strategies**
 - Schools
 - Affordable Housing
 - Parks, Open Space
- **Fiscal Impacts Analysis**
 - Costs/Revenues for Public Services
 - Costs/Revenues for Infrastructure

Fiscal Impacts & Community Benefits Study Process



Basis of the Study

A narrowed range of alternatives to help set a preferred direction for the Station Area Plan.

— Community Benefits & Tradeoffs Strategies

- Studies the tradeoffs between transit-oriented development, growth, and community benefit
- Analyzes “residual land value” based on growth assumptions and development typologies
- Recommends policy and plan strategies to maximize that value for community benefit per project priorities & objectives

— Fiscal Impacts Analysis

- Studies possible costs & revenues on the range of alternatives
- Analyzes costs needed to provide public services and infrastructure based on growth assumptions and development typologies
- Analyzes potential revenues from both existing policies (ex. Impact Fees) and possible policies being considered (ex. Commercial Linkage Fees)

June Alternatives for Study Briefing—

Goals for the Fiscal Impacts & Benefits Study

Criteria for the June Alternatives

1. Prioritize changes that create real value to the community

- Focus on a transit-connected district that maximizes the regional Sound Transit investment in BRT
- Maximize affordable housing and economic development potential

2. Promote enhanced connections and multiple ways to get around

- Improve the function of NE 85th as an urban, multi-modal corridor
- Create a low-stress priority bike & pedestrian network that serves the full area
- Transit should operate effectively along NE 85th and other streets

3. Support community character

- Include height transitions to existing residential areas
- Minimize significant changes to character outside of the proposed growth corridors (ex. with transportation improvements)
- Remove environmentally critical areas from growth framework
- Consider phasing and growth over time

June Alternatives & Major Changes from DSEIS

- **Remove DSEIS Alternative 3** levels of growth from further consideration
- Use a **revised version of DSEIS Alternative 1** as the lower limit of growth to be studied (June Alternative B: Current Trends)
- Use a **reduced version of DSEIS Alternative 2** as the upper limit of growth to be studied (June Alternative B: Transit Connected Growth)

Alternative	Total Future Households	Total Future Employment
DSEIS No-Action Alternative	2,782	10,859
June Alternative A: Current Trends	3,669	11,821
June Alternative B: Transit Connected Growth	8,003	20,151
DSEIS Alternative 2	8,509	28,688
DSEIS Alternative 3	10,909	34,988

June Alternative A Current Trends Development Typologies

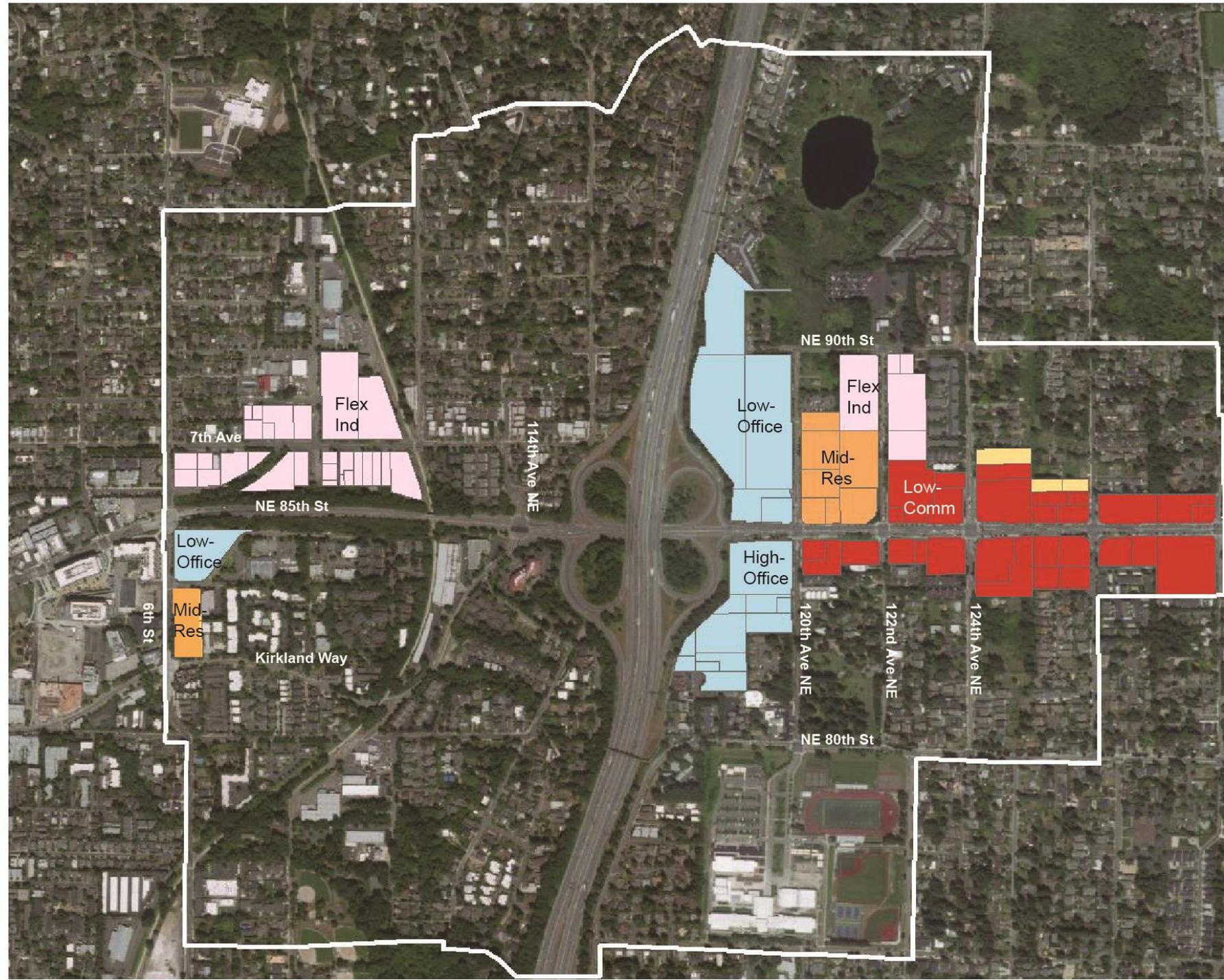
Based on the starting point of
DSEIS Alternative 1: No Action
and current zoning

Adjusts growth to reflect recent
development trends (which
exceed 2015 Comp Plan
projections)

Quadrant	Households	Employment
NW	515	1,164
NE	1,844	3,468
SW	710	3,787
SE	600	3,403
Totals	3,669	11,821

- Low-Intensity Residential
- Mid-Intensity Residential
- Low-Intensity Office
- Low-Intensity Commercial
- Urban Flex Industrial

*Note: Areas not highlighted not studied as
redeveloped.*



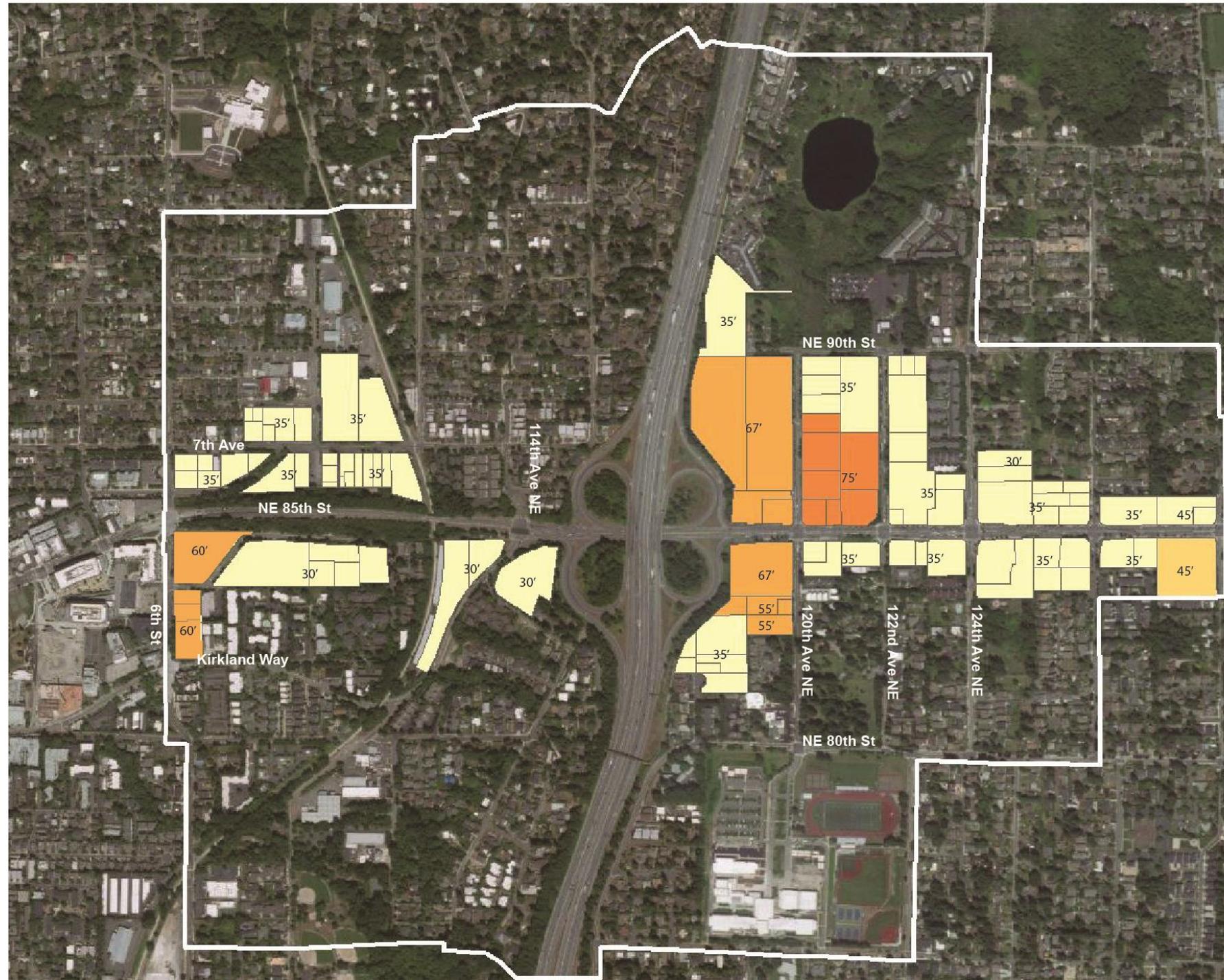
June Alternative A Current Trends Maximum Allowable Zoning Heights

*Based on the starting point of
DSEIS Alternative 1: No Action
and current zoning*

*Adjusts growth to reflect recent
development trends (which
exceed 2015 Comp Plan
projections)*

- up to 35'
- up to 50'
- up to 67'
- up to 75'

*Note: Areas not highlighted not studied as
redeveloped.*



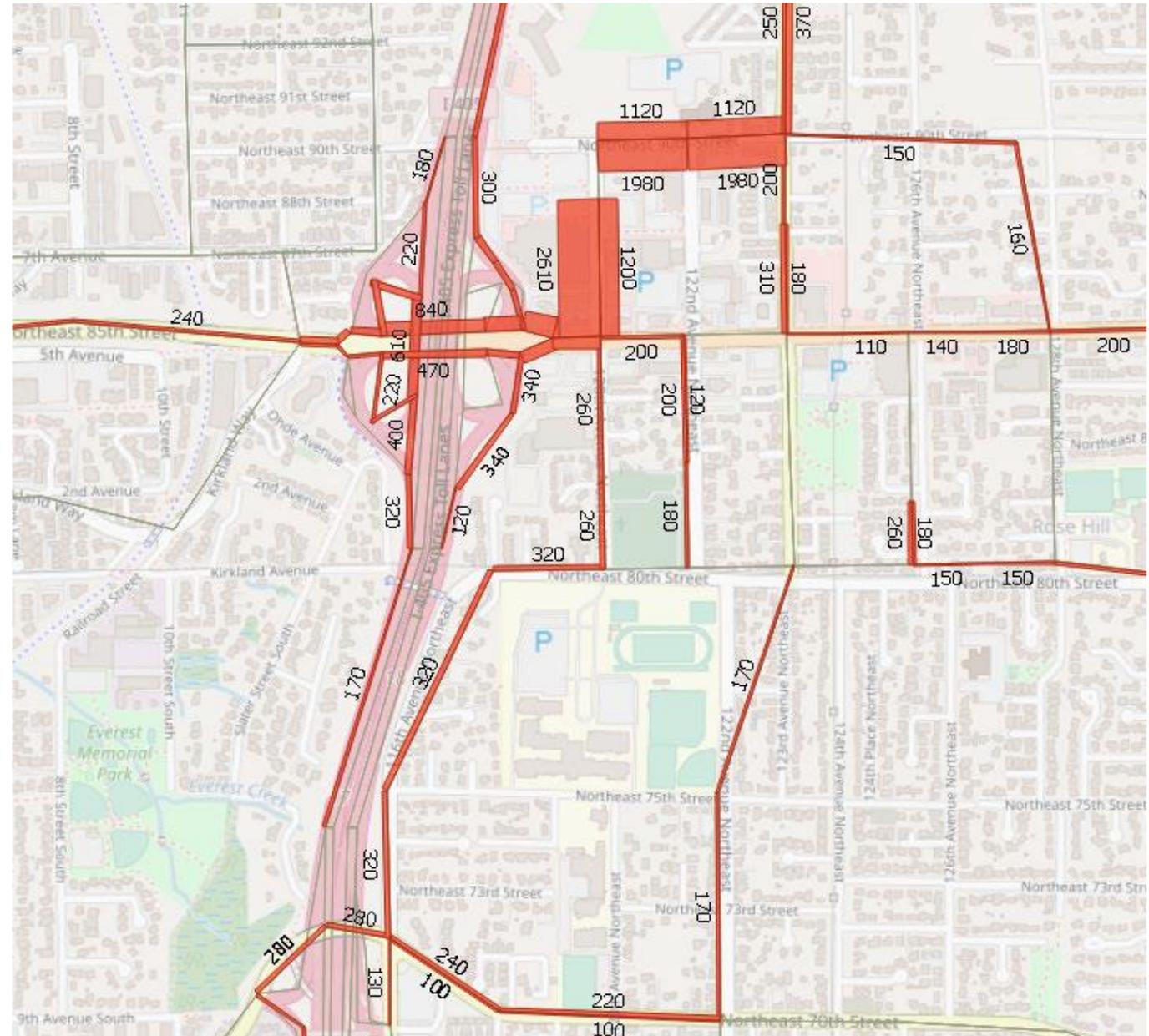
Takeaways from Traffic Modeling of DSEIS Alt 2

- Growth in NE Quadrant is primary “pain point”, with only 85th/120th and 90th/124th expecting significant delay
- Strategies for addressing modeled congestion could include
 - Reducing the overall land use growth
 - Changing the mix of land use types
 - Expanding the transportation network to better distribute trips
 - Aggressively implementing trip reduction strategies

PM Peak Hour Mode Split: 85th St Station Study Area

Mode	2035 No Action		2040 Alternative 2		Scenario Difference	
	Trips	Percent	Trips	Percent	Trips	Percent
Drive alone	8,700	70%	15,900	71%	7,200	1%
Carpool	2,800	23%	4,700	21%	1,900	-2%
Transit	900	7%	1,700	8%	800	1%
Total	12,400	100%	22,300	100%	9,900	-

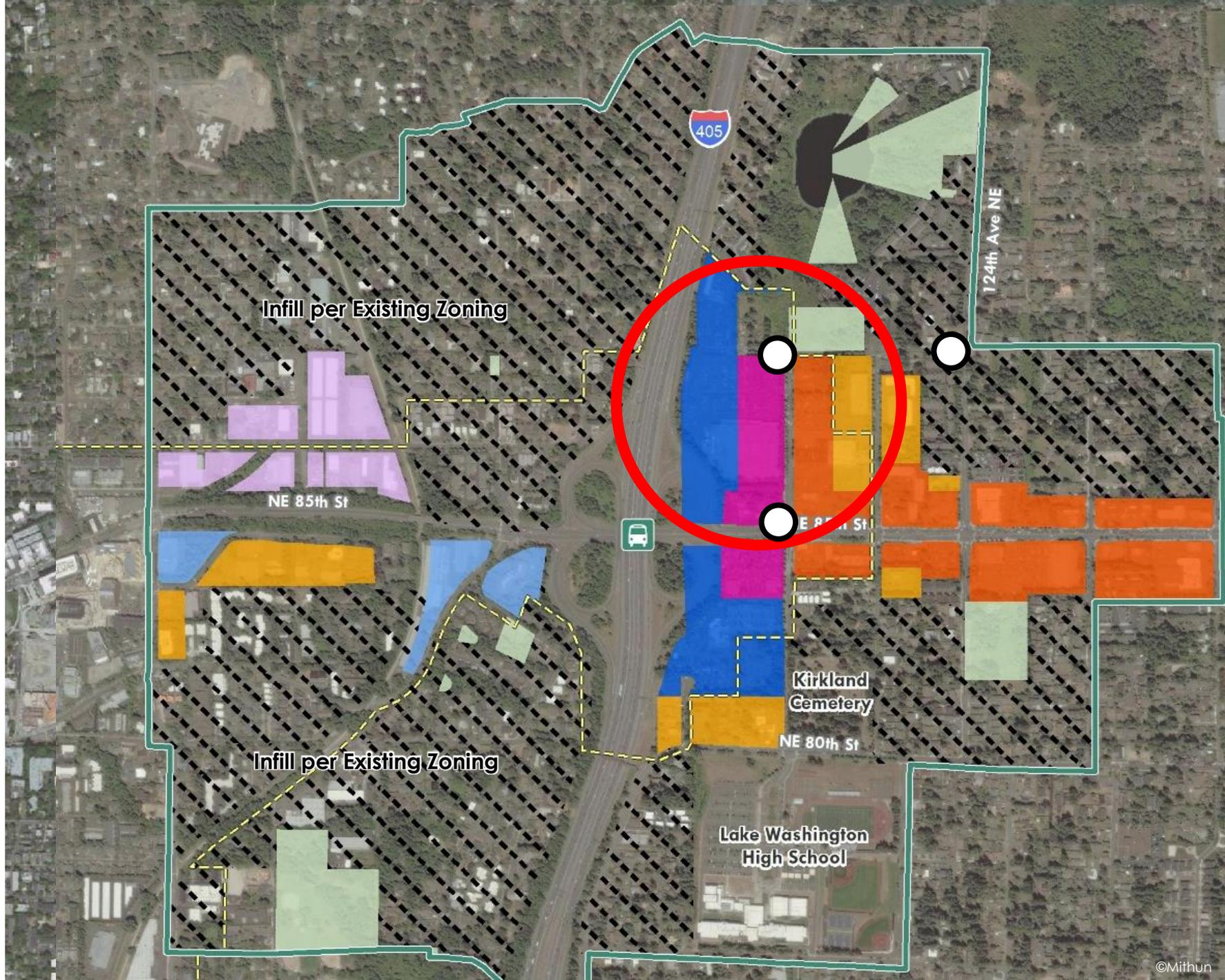
PM Peak Hour Difference Plots: No Action vs DSEIS Alt 2



Developing June Alt B: Considerations for DSEIS Alt 2

-  Area contributing to major traffic congestion
-  Intersections affected by major traffic congestion

-  Industrial/Tech
-  Office Mid Intensity
-  Office Mixed Use Mid Intensity
-  Office Low Intensity
-  Residential Mid Intensity
-  Residential Mixed Use Mid Intensity
-  Park/Open Space
-  Infill per Zoning
-  85th St. Station Location
-  Study Area
-  King County-Designated Urban Center



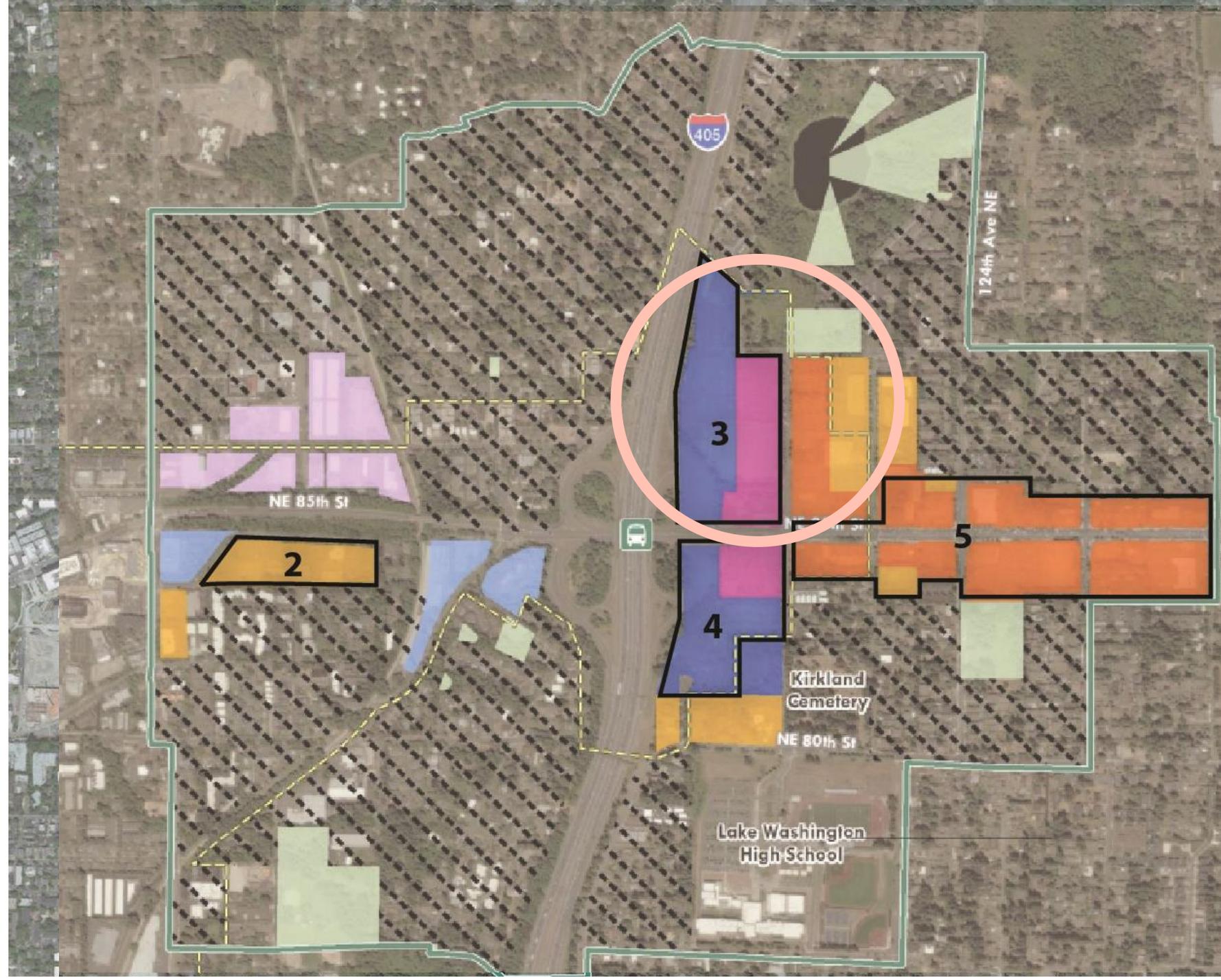
Developing June Alt B: Changes from DSEIS Alt 2

Major changes from Alt 2

2. Lower allowable height from 65' to 30'
3. Reduce development capacity within max height of 150'
4. Increase allowable height from 150' to 250'
5. Reduce development capacity within max height of 85'

**reduced development capacity reflects changes to development assumptions that affect overall development potential, including transitions to existing residential areas.*

-  Industrial/Tech
-  Office Mid Intensity
-  Office Mixed Use Mid Intensity
-  Office Low Intensity
-  Residential Mid Intensity
-  Residential Mixed Use Mid Intensity
-  Park/Open Space
-  Infill per Zoning
-  85th St. Station Location
-  Study Area
-  King County-Designated Urban Center



June Alternative B: Transit Connected Growth Development Typologies

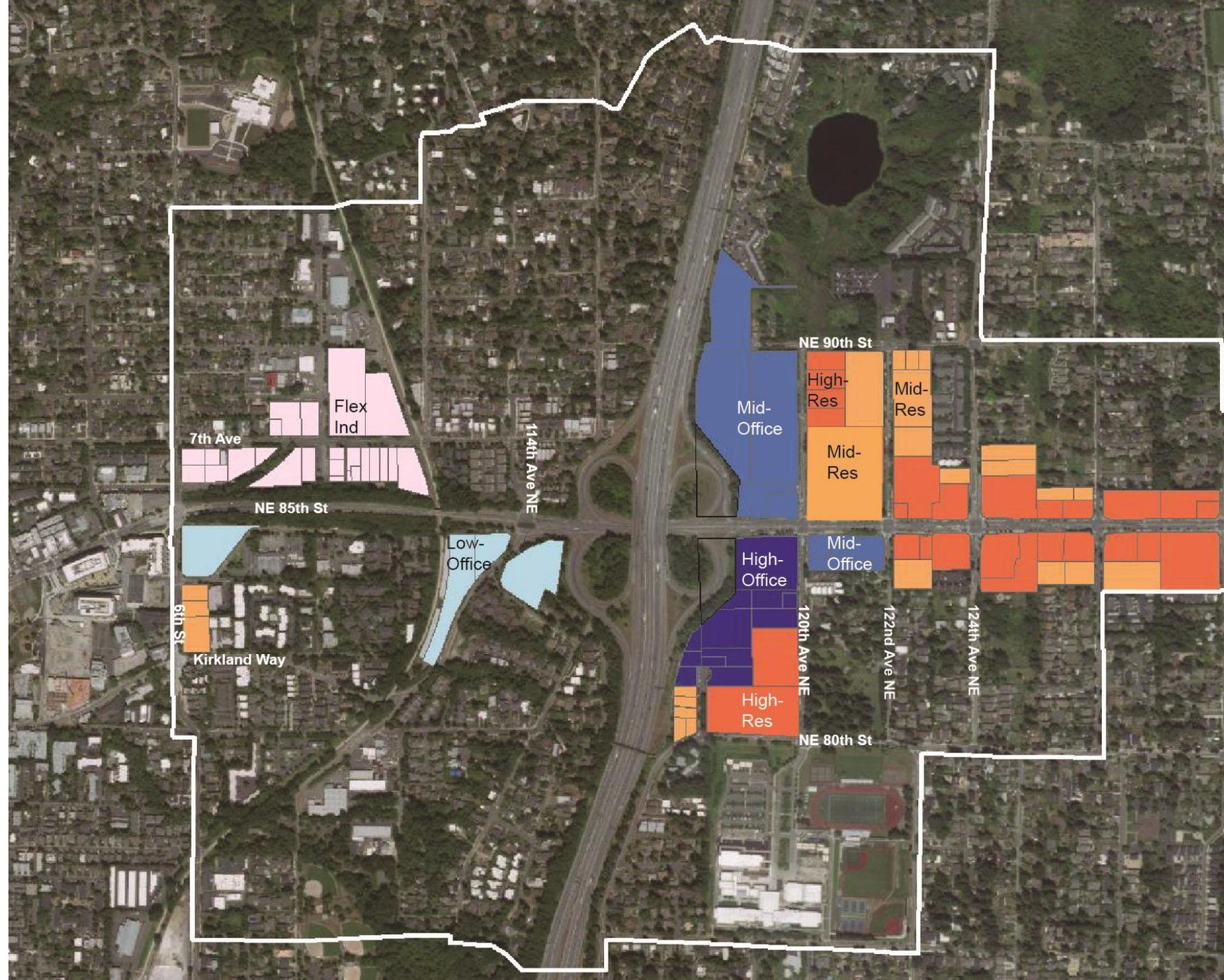
Based on the starting point of
DSEIS Alternative 2: Guiding
Transit-Oriented Growth

Lowers overall growth and
redistributes growth and
transitions to reflect public
comment and infrastructure
needs

Quadrant	Households	Employment
NW	538	1,241
NE	2,915	7,571
SW	710	3,338
SE	3,839	8,001
Totals	8,003	20,151

- Mid-Intensity Residential
- High-Intensity Residential
- Low-Intensity Office
- Mid-Intensity Office
- High-Intensity Office
- Urban Flex Industrial

*Note: Areas not highlighted not studied as
redeveloped.*



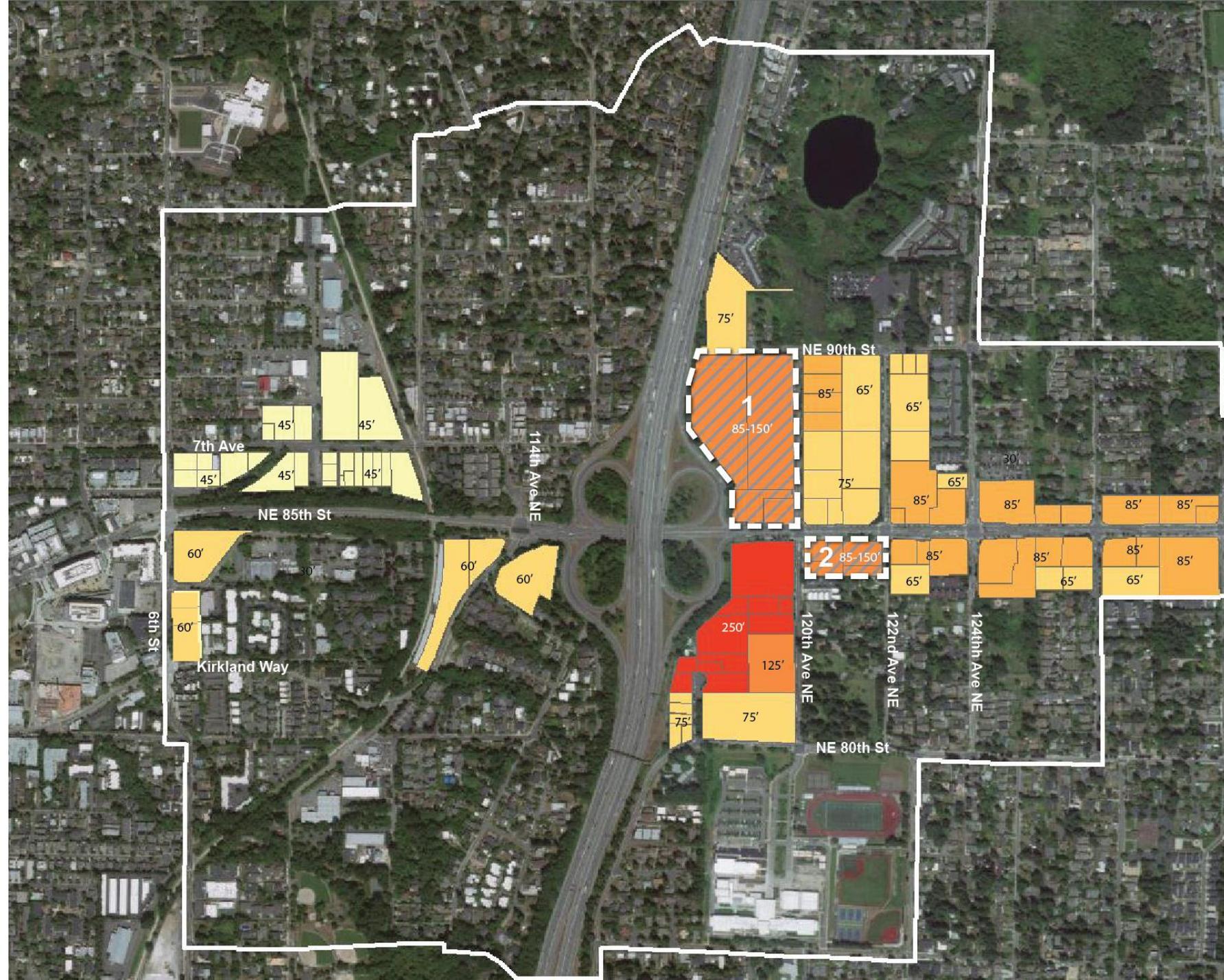
June Alternative B Transit Connected Growth Maximum Allowable Zoning Heights

Based on the starting point of
DSEIS Alternative 2: Guiding
Transit-Oriented Growth

Areas shown in color would
change existing zoning where
needed to reflect growth
assumptions

- up to 50'
- up to 75'
- up to 100'
- up to 150'
- up to 250'
- Option to study at 85-150' max height
- Subareas with different height options

*Note: Areas not highlighted not studied as
redeveloped.*



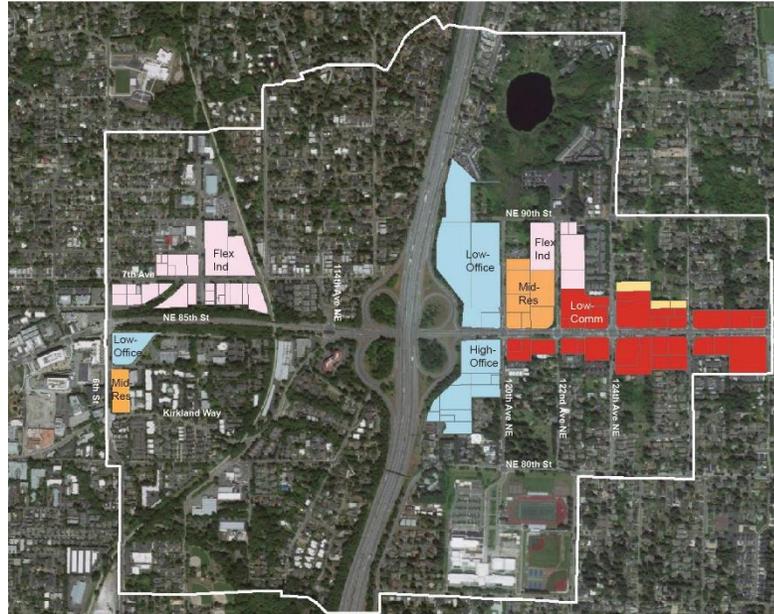
June Alternatives Staff Recommendation Summary

CRITERIA SUMMARY

1. **Prioritize changes that create real value to the community**
2. **Promote enhanced connections and multiple ways to get around**
3. **Support community character**

ALT A: Current Trends

Reflects minor changes to existing plans **in line with recent market trends**, primarily **focused on existing commercial areas such as Rose Hill.**

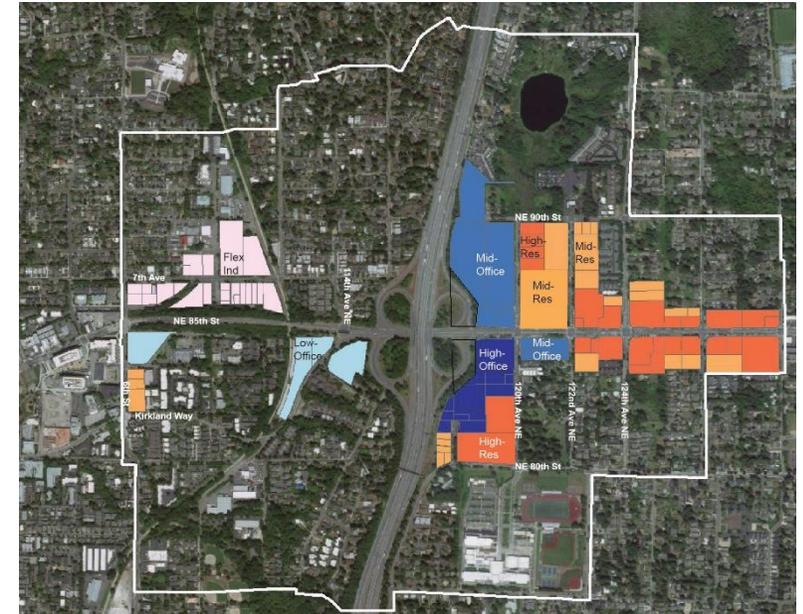


Max Allowable Heights: **67-75'**
Typical Allowable Heights: **35'**

2044 Households: **3,669**
2044 Jobs: **11,821**

ALT B: Transit-Connected Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill.**



Max Allowable Heights: **up to 250'**
Typical Allowable Heights: **up to 75-100'**

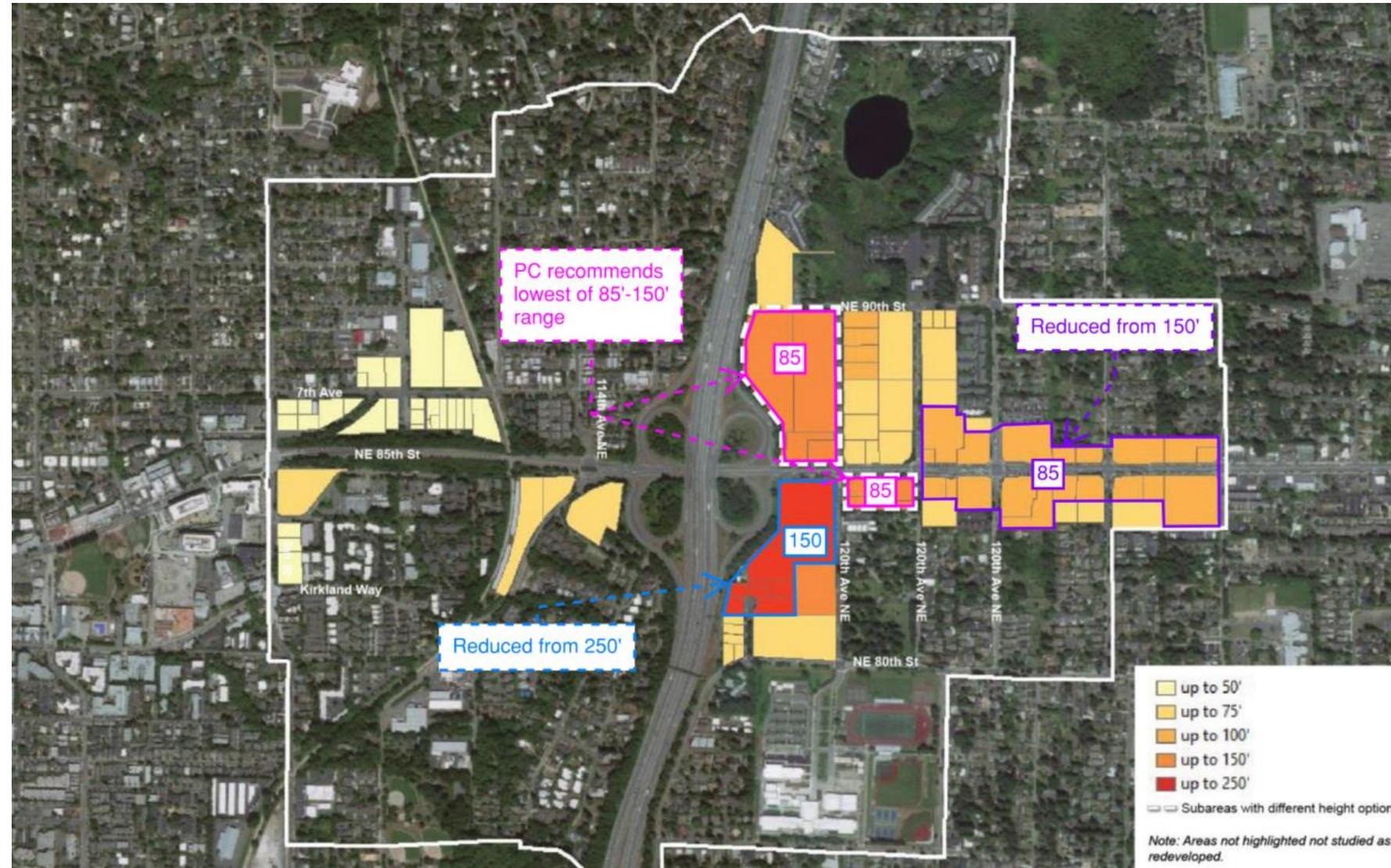
2044 Households: **8,003**
2044 Jobs: **20,151**

PLANNING COMMISSION'S ROLE

Recommended June Alternatives are for utilization in the Fiscal Impacts and Community Benefits Analysis

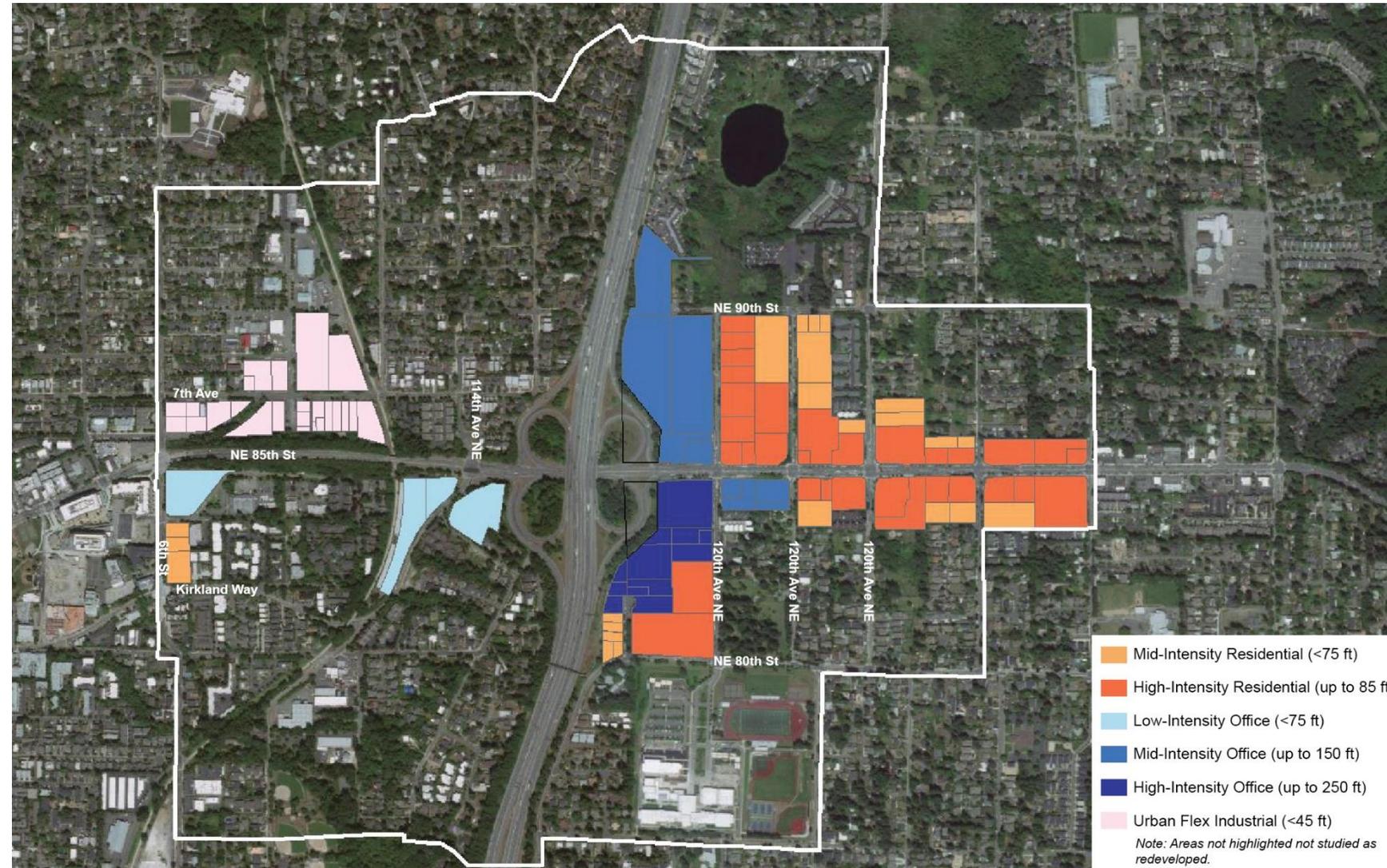
- This is a technical process to inform future decisions about Station Area Plan
- Not part of the SEPA process
- Not part of the formal legislative (zoning code & Comp Plan) process - Planning Commission's recommendation at this stage is advisory

PLANNING COMMISSION RECOMMENDED BOOKEND HEIGHTS FOR JUNE ALT. B



- Map shows Planning Commission revisions to the June Alt. B heights for study recommended by staff
- Heights shown are intended to “bookend” the study, and do not indicate a final decision on maximum building heights
- Majority of Commission agreed on heights shown to help evaluate potential community benefits; lowering June Alt. B height would limit opportunity to capture *potential* benefits in study

ADDITIONAL PLANNING COMMISSION RECOMMENDATIONS



- Explore allowing upper-story residential uses in the Norkirk Urban Flex Industrial area
- Acceptable to remove excess WSDOT ROW from growth projections in short-term, but long-term plan should prioritize active uses

Council Questions & Discussion—

Question Summary

- 1. Scope & Criteria for the Study**
- 2. Study height in the two NE 85th Corridor Subareas**
- 3. Study height in Norkirk LIT**
- 4. Study Scope at Interchange**

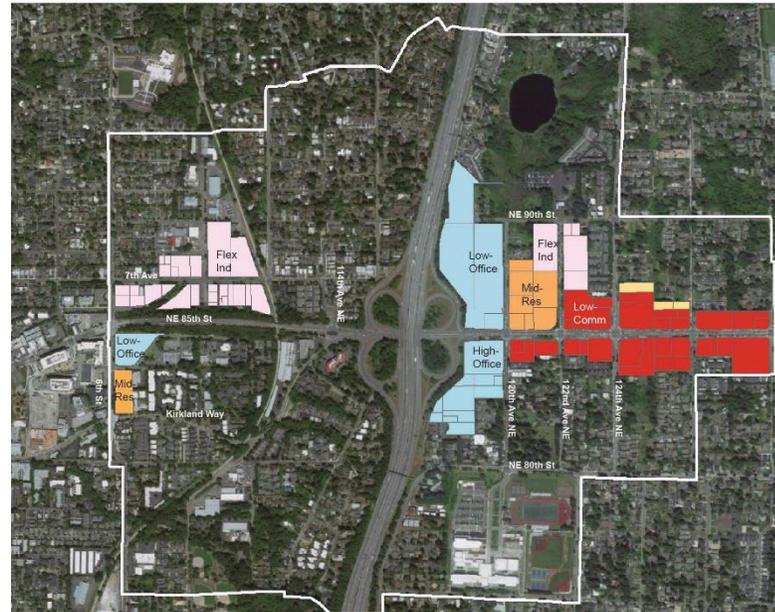
1. **Scope & Criteria for the Study:** Is the range of potential growth and mix of land uses to be analyzed and the criteria sufficient to answer questions about tradeoffs, fiscal impacts & community benefits of transit-oriented development?

CRITERIA SUMMARY

1. Prioritize changes that create real value to the community
2. Promote enhanced connections and multiple ways to get around
3. Support community character

ALT A: Current Trends

Reflects minor changes to existing plans **in line with recent market trends**, primarily **focused on existing commercial areas such as Rose Hill.**



Max Allowable Heights: **67-75'**
Typical Allowable Heights: **35'**

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2044 Total Jobs: **11,821**

ALT B: Transit-Connected Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill.**



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2044 Total Jobs: **20,151**

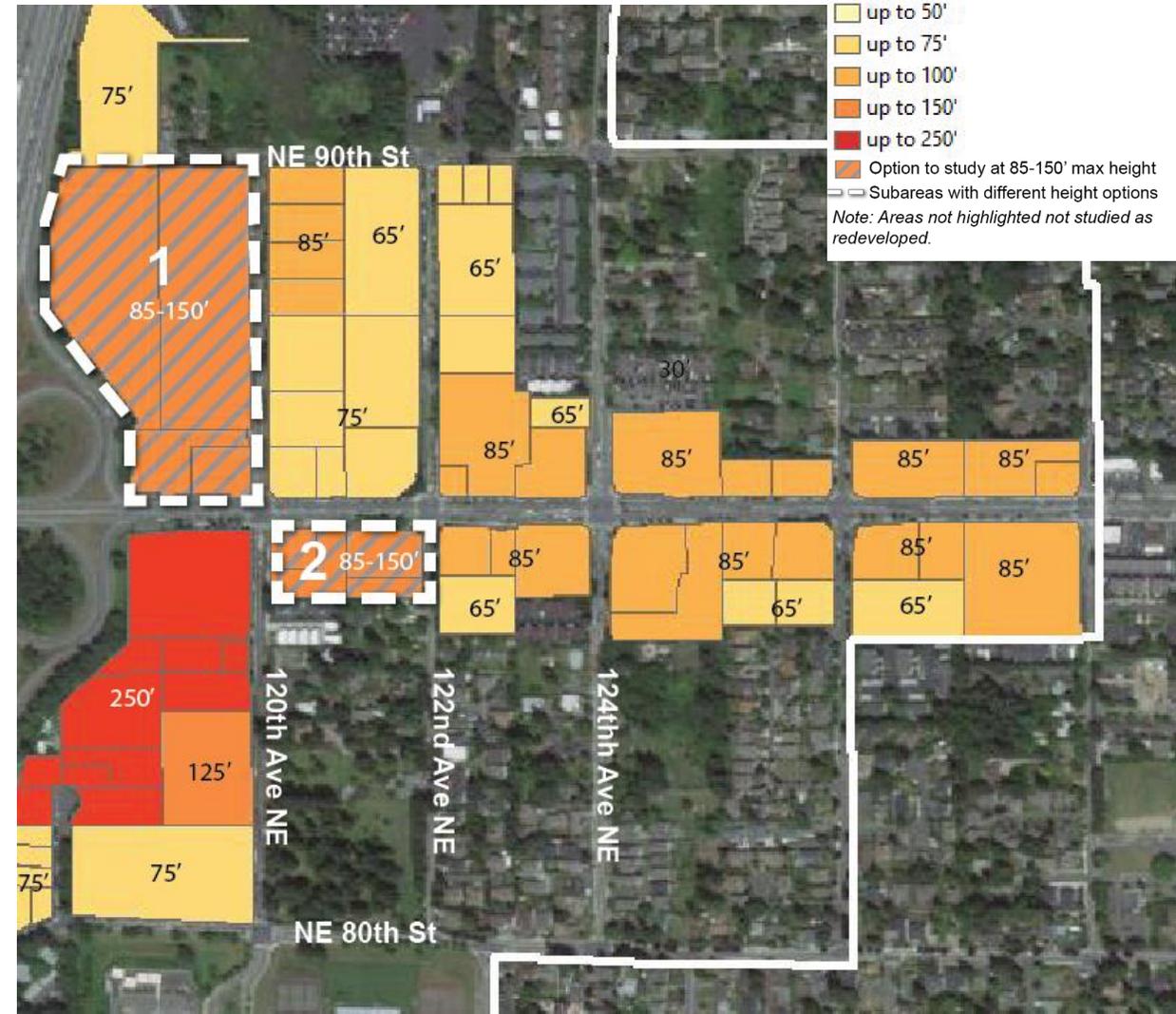
2. Study height in the two NE 85th Corridor Subareas: June Alt B includes a range of heights for North (A) & South (B) Subareas with a maximum allowed height between 85' and 150'. The project team would appreciate guidance on the appropriate heights to study for those areas, and whether those should be studied as base or bonus heights.



Existing view of North (A) Subarea

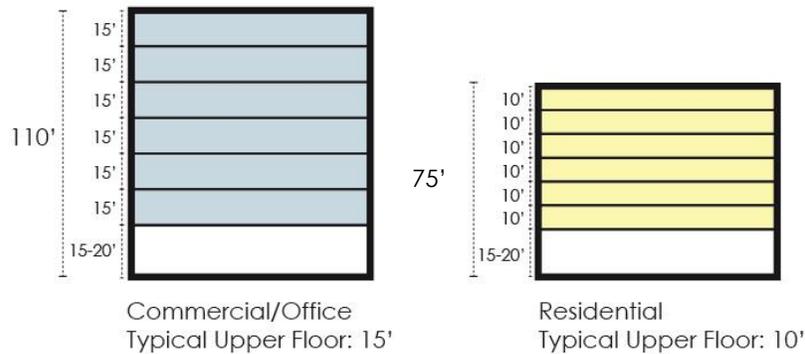


Existing view of South (B) Subarea

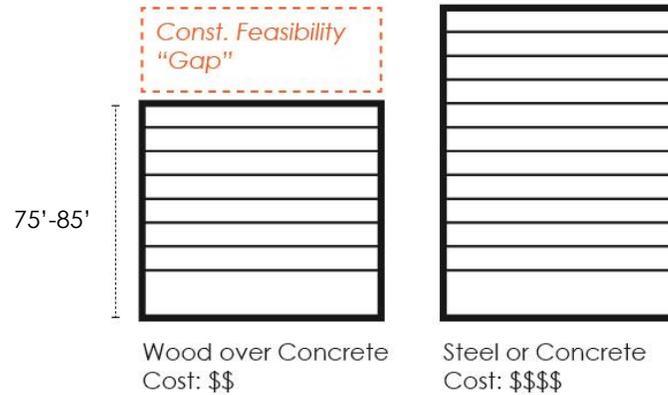


2. Study height in NE 85th Corridor Subareas: June Alt B includes a range of heights for North (A) & South (B) Subareas with a maximum allowed height between 85' and 150'. The project team would appreciate guidance on the appropriate heights to study, as either base or bonus heights.

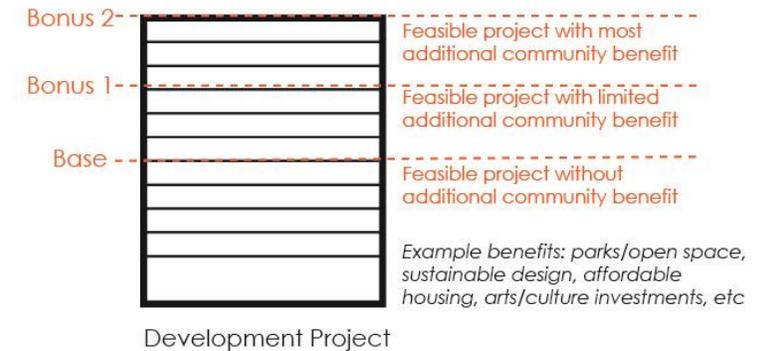
Use & Floor Heights



Construction Type & Feasibility

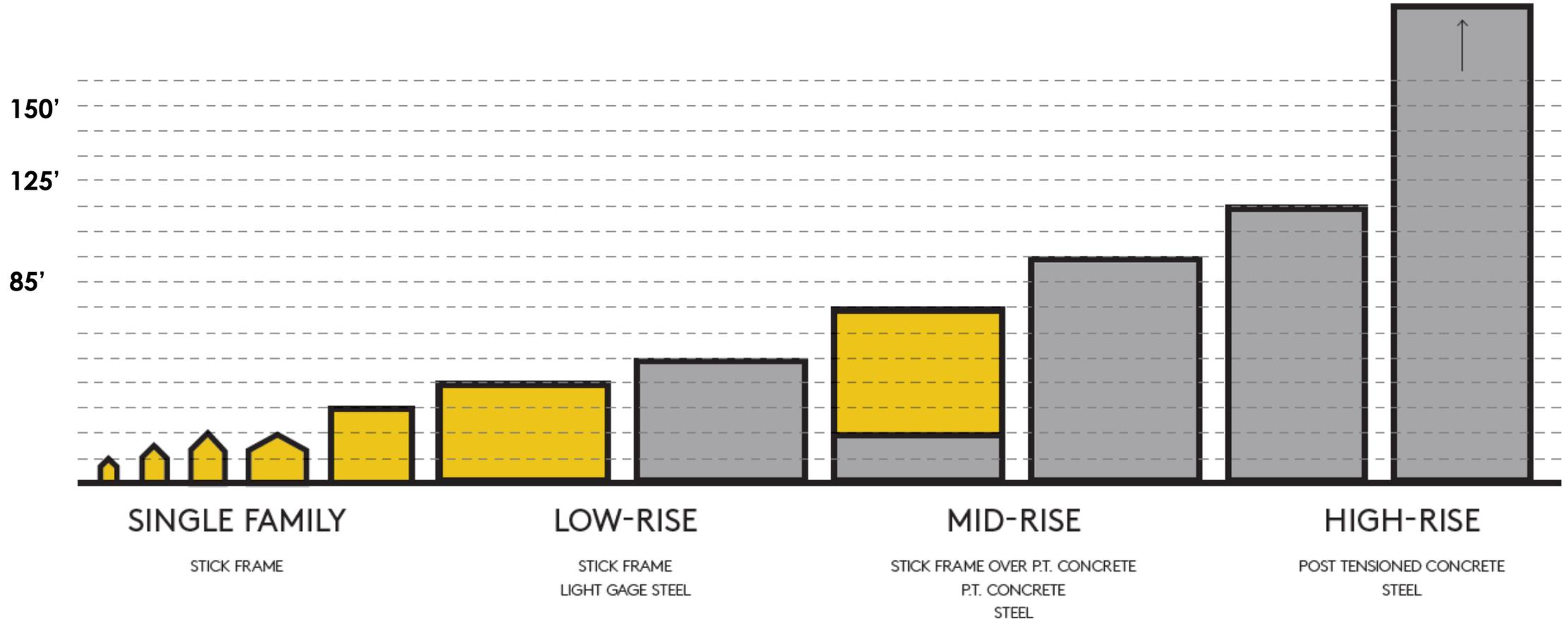


Base & Bonus Height



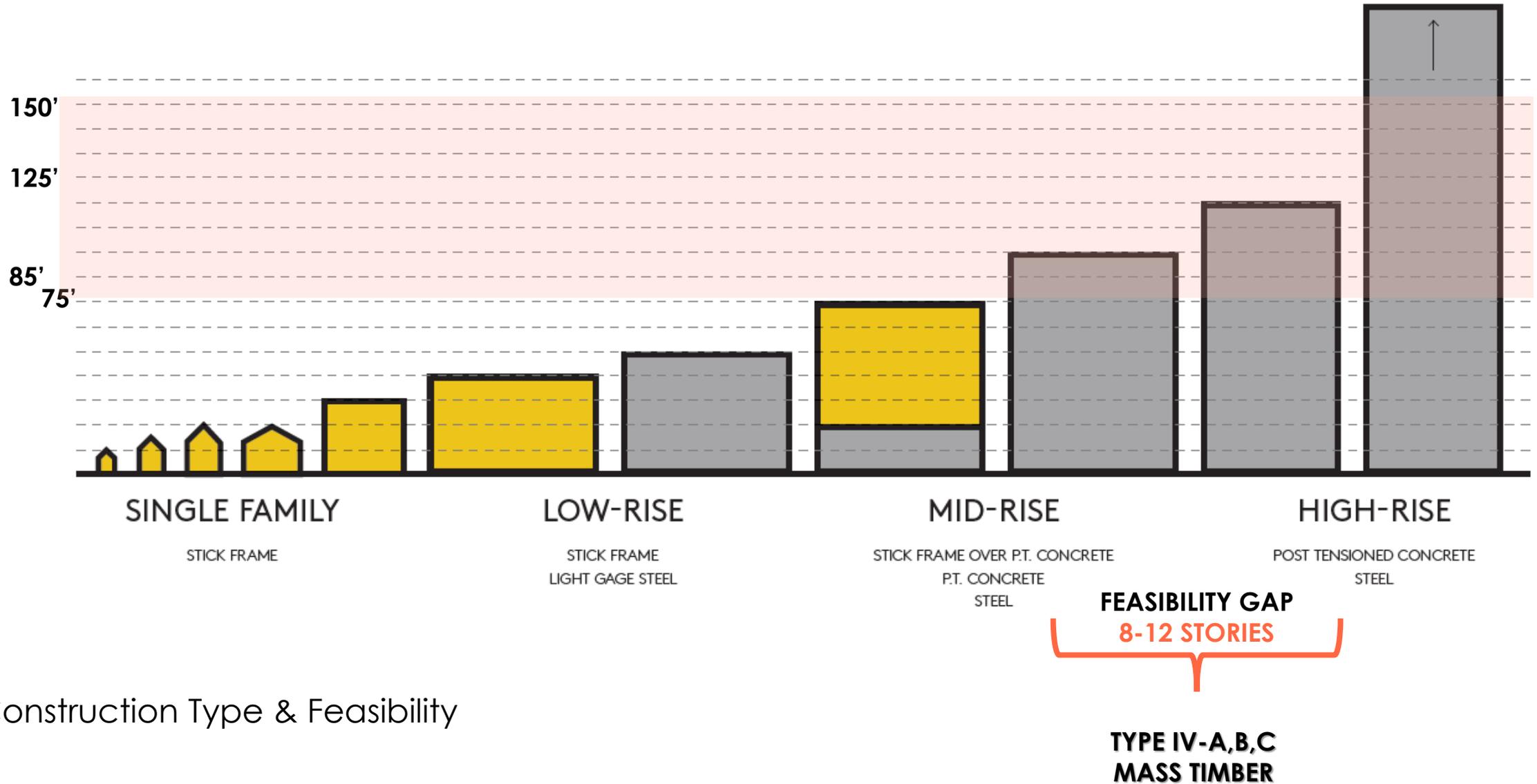
Considerations for Setting Maximum Heights for Study

2. **Study height in NE 85th Corridor Subareas:** June Alt B includes a range of heights for North (A) & South (B) Subareas with a maximum allowed height between 85' and 150'. The project team would appreciate guidance on the appropriate heights to study, as either base or bonus heights.



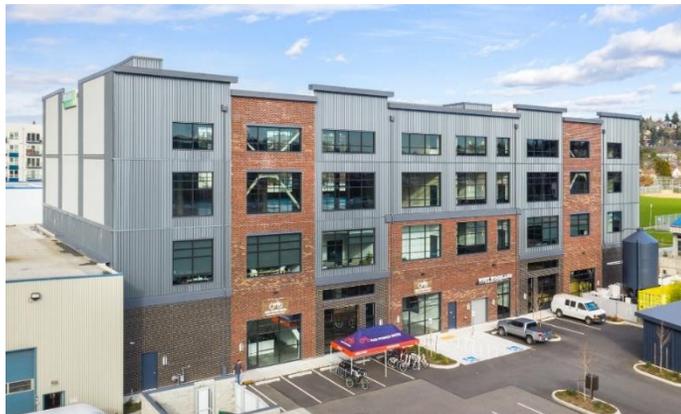
Construction Type & Feasibility

2. **Study height in NE 85th Corridor Subareas:** June Alt B includes a range of heights for North (A) & South (B) Subareas with a maximum allowed height between 85' and 150'. The project team would appreciate guidance on the appropriate heights to study, as either base or bonus heights.



Construction Type & Feasibility

3. **Study height in Norkirk LIT:** June Alt B proposes increased height to 45' in the areas shown as Urban Flex Industrial within the Norkirk LIT, consistent with the goal of enabling new uses in this area that fits with a more walkable, urban character along 7th Ave while maintaining the predominantly light industrial uses. Examples could include maker spaces, co-working, and / or light industrial with a storefront presence. Does Council support study of this potential option?



4. Study Scope at Interchange: DSEIS Alts 2 & 3 allowed for development in the WSDOT right-of-way (ROW) as directed by the City during the plan Initial Concepts phase. City staff recommends the excess WSDOT ROW be excluded from the housing unit and jobs growth analysis, and instead be shown as potential parks or open space as they are unlikely to redevelop soon. These parcels will remain in the final plan as potential development sites or open space. Is this approach in line with Council's goals for the Station Area?

